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AMRL-TR-75-50 Volume 100



USAF BIOENVIRONMENTAL NOISE DATA HANDBOOK

Volume 100

C-121G Aircraft, Near and Far-Field Noise

MAY 1977

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AEROSPACE MEDICAL RESEARCH LABORATORY **AEROSPACE MEDICAL DIVISION** AIR FORCE SYSTEMS COMMAND WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

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FOR THE COMMANDER

HENNING E. VON GIERKE

Director

Biodynamics and Bioengineering Division Aerospace Medical Research Laboratory

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ference level, perceived noise level, and limiting times for total daily exposure of personnel with and without standard Air Force ear protectors. Far-field data measured at 19 locations are normalized to standard meteorological conditions and extrapolated from 75-8000 meters to derive sets of equal-value contours for these same seven acoustic measures as functions of angle and distances from the source. Refer to Volume 1 of this handbook, "USAF Bioenvironmental Noise Data Handbook, Vol 1: Organization, Content and Application, AMRL-TR-75-50(1) 1975, for discussion of the objective and design of the handbook, the types of data presented, measurement procedures, instrumentation, data processing, definitions of quantities, symbols, equations, applications, limitations, etc.

PREFACE

This report was prepared by the Biodynamic Environment Branch, Aerospace Medical Research Laboratory, under Project/Task 723104, Measurement and Prediction of Noise Environments of Air Force Operations.

The author gratefully acknowledges Mr. John Cole for his assistance in preparing this report, Mr. Jerry Speakman and Mr. Robert Lee for their assistance in acquiring the raw data, Mr. Keith Kettler, Mr. Henry Mohlman and Mr. David Eilerman of the University of Dayton for assistance in the mechanics of data processing, and Mrs. Peggy Massie and Mr. Mike Patterson for assistance in typing and preparation of the graphics.

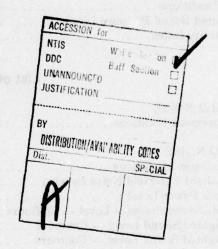


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INTRODUCTION

The USAF C-121G is a cargo aircraft powered by four R-3350-93 reciprocating engines. The aircraft was manufactured by the Lockheed Aircraft Corporation and the engines by Curtiss-Wright.

This volume provides measured and extrapolated data defining bioacoustic environments produced by this aircraft during ground runup operations. Such data are essential to evaluate ear protection requirements, limiting personnel exposure times, voice communication capabilities, and annoyance problems associated with ground runups of the C-121G aircraft.

This volume is one of a series published by the AMRL under the same report number (AMRL-TR-75-50) as a multi-volume handbook that quantifies the noise environments produced at flight/ground crew locations and in surrounding communities by operations of Air Force aircraft and ground support equipment. The far-field, community-type, noise data in the handbook describe the noise produced during ground operations of aircraft, ground support equipment, and other ground-based equipment or facilities.

Volume 1 of this handbook discusses the objectives and design of the handbook, the types of data presented, measurement procedures, instrumentation, data processing, definitions of quantities, symbols, equations, applications, limitations, etc. Volume 2 provides a method and data for adjusting the handbook's far-field noise data, which are for standard meteorological conditions (15 C temperature, 70% relative humidity, 0.760 meter Hg barometric pressure), to derive comparable data for other meteorological conditions. Refer to Volumes 1 and 2 (references 1 and 2) for such information because it is not repeated in other handbook volumes.

A cumulative index lists those aerospace systems contained in the handbook, and identifies the specific volumes containing each type of environmental noise data available (i.e., inflight/flight crew and passenger noise, near-field/ground crew noise, far-field/community noise). Volume numbers are assigned sequentially as individual volumes are published. This index is periodically updated as individual volumes are published and is available upon request from AMRL/BBE, Wright-Patterson AFB, OH 45433. Organizations on the distribution list for the handbook will automatically receive a copy of each updated index.

Direct any questions concerning the technical data in this report and other handbook volumes to: AMRL/BBE, Wright-Patterson AFB, OH 45433; AUTOVON 78-53675 or 78-53664; Commercial (513) 255-3675 or (513) 255-3664.

Cole, John N., USAF Bioenvironmental Noise Data Handbook, Volume 1: Organization, Content and Application, AMRL-TR-75-50 (1) Aerospace Medical Research Laboratory, Wright-Patterson Air Force Base, Ohio, 1975.

Cole, John N., USAF Bioenvironmental Noise Data Handbook, Volume 2: Procedure to Evaluate Effects of Non-standard Meteorological Conditions on Far-Field Noise, AMRL-TR-75-50 (2), Aerospace Medical Research Laboratory, Wright-Patterson Air Force Base, Ohio, 1975.

NEAR-FIELD NOISE

MEASUREMENTS

AMRL acquired near-field noise data on the C-121G aircraft during ground runup operations of its reciprocating engines. For these tests the aircraft was located on a taxiway at Wright-Patterson AFB with no significant reflecting surfaces in the vicinity except the ground plane. Table 1 gives the surface meteorological conditions and nomenclature for ground crew locations. The ground-crew chief selected power conditions and near-field locations usually used during routine maintenance or engine runup for preflight checks.

At each near-field location a test engineer randomly moved a hand-held microphone in and around each location, probing all areas where a crew member's head would normally be located. He recorded all the noise samples on magnetic tape. During analysis of each sample, he determined the one-third octave band root-mean-square sound pressure using a 4- or 8-second integration time to derive a power-averaged level for each location. Figure 1 shows the seven near-field locations where ground crew are usually located for maintenance and/or preflight checkout operations. Estimates of noise levels at other locations are difficult in the near-field since the noise source is spatially distributed, i.e., not a point source. The noise levels at near-field locations can vary widely depending upon relative distances from each noise source (intake noise, exhaust noise, panel resonances, internal engine noise through the engine wall, etc.).

Table 1 lists the numeric/alphabetic designators used on the data pages in this report to identify the measurement locations and test conditions. For example, the designator 1/A means ground crew location 1 and test condition A.

RESULTS

The measured data presented in Table 2 define the sound pressure levels (SPL) produced by the C-121G aircraft at the seven ground crew locations. This table includes the overall, 1/3 octave band and octave band levels. From these data one can calculate the variety of measures given in Table 3, which are widely used to assess the effects of noise on personnel and their performance.

All near-field data are for the meteorological conditions at the time of the tests but are valid for all typical airbase meteorology because of the short sound propagation distances involved.

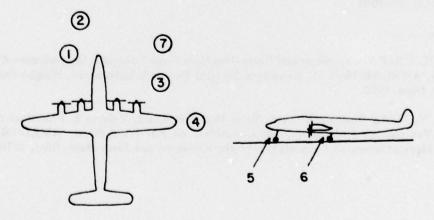


Figure 1. Near-Field Measurement Locations on Taxiway, Wright-Patterson AFB, OH

TABLE 1

MEASUREMENT LOCATIONS AND TEST CONDITIONS FOR NEAR-FIELD NOISE MEASUREMENTS

C-121G Aircraft, Ground Runups, Wright-Patterson AFB, OH Tail #30548, 23 September 1974

Ground Crew Location

| | 1 | Engine Start |
|----------|---|------------------|
| | 2 | Marshal |
| | and 3 can be suggested that we see | Fire Guard |
| | the G.C. market to the Angles was of Shire | Wing Walker |
| | the street of the best transfer to the born | Chock Pull |
| | 6 | Chock Pull |
| | 7 | Safety Observer |
| Aircraft | Engine Operation | |
| | A | All Engines Idle |
| Meteore | ology | |
| | Temperature | 12.2 C |
| | Bar Pressure | 0.749 M Hg |
| | Rel Humidity | 36 % |
| | Wind Speed | 2 M/Sec /4 Kt |

050 Deg

- Direction

FAR-FIELD NOISE

MEASUREMENTS

AMRL acquired near and far-field data during a 1-2-hour test period, thus keeping similar meteorological conditions. Figure 2 shows the ground runup area (taxiway), ground cover, aircraft orientation and 19 microphone measurement sites on the semicircle. The center of the 75 meter radius semicircle used in surveying the R-3350-93 engines was on the ground directly below the intersection of the aircraft's centerline and the plane passing through both inboard engines' propeller planes.

Table 4 provides cockpit readouts of engine characteristics (RPM, fuel flow, etc.) for each power setting used in the far-field tests. Also listed in this table are the surface meteorological conditions during data acquisition.

All 19 microphone measurement sites are in the acoustic far-field of the source where the sound wave-fronts spherically diverge and the noise source may be regarded as a point source.

A portable microphone/tape-recorder system was used to sequentially record the noise at each far-field location. The microphone was attached to a hand-held pole, pointed at the source (0° angle of incidence) and vertically scanned from 0.5 to 3 meters for a period of 5-10 seconds during data acquisition at each microphone location. These samples were then time-integrated to derive a root-mean-square sound pressure level. Vertical scanning and time-integrating together reduce anomalies frequently present in data acquired by a fixed height microphone.

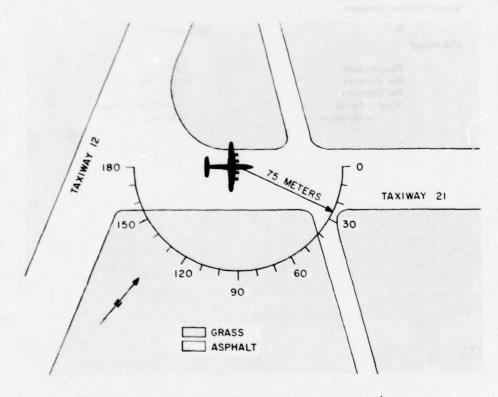


Figure 2. Far-Field Measurement Locations on Taxiway Wright-Patterson AFB, OH

RESULTS

Table 5 lists the overall and 1/3 octave band SPL measured at the far-field locations under meteorological conditions at the time of the test. Data in all other figures and tables are based on these levels. These data were normalized to 100 meters distance and standard meteorological conditions (15 C temperature, 70% relative humidity, 0.760 meter Hg barometric pressure) and used to derive the graphic data in Figure 3 which provides a compact summary of the far-field noise characteristics of the C-121G aircraft in a standard format.

Figure 4 and Table 6 present two basic acoustic measures, the acoustic power level and the directivity index, respectively. The acoustic power level describes the power radiated by the source as a function of frequency. The directivity index is a standard acoustical engineering measure that describes the geometric way in which the source radiates this power as a function of both frequency and angle from source. These basic source measures are primarily of interest for acoustical engineers and noise generation/control specialicits.

Estimates of the noise levels for intermediate power settings (e.g., 2300 RPM) and/or different number of engines operating (e.g., single engine) can be determined as explained in Volume 1 of this handbook.

Figures 5 through 11 are sets of equal noise contours describing seven different measures of noise as a function of angle and distance from the source for standard day meteorology. They are, respectively, overall sound pressure level, C-weighted sound level, A-weighted sound level, perceived noise level, speech interference level, permissible exposure times for personnel and octave band sound pressure levels.

Data excessively influenced by spurious background/electronic noise were eliminated from all figures and tables. No data are presented at the 170/180 degree locations for the engine warmup and propeller speed check, nor at the 160/170/180 locations for the magneto check and the takeoff power settings because of turbulent air flow behind the aircraft. Typically, the A-weighted levels for these angles are 5 to 10 dBA below the level measured at the preceding microphone location.

Test personnel performed noise surveys during quiet periods when the background noise was minimal, e.g., early in the morning when no other aircraft or engine test stands were operating. Data eliminated because they were near the background/electronic noise were generally not significant because the levels were so low (e.g., Table 5, idle power).

Volume 2 of the handbook describes the influence of meteorology on far-field noise environments, and provides, if required, the factors necessary to adjust the handbook's standard meteorological day data.

| C-121G AIRCRAFT (GROUND CREW NEAR FIELD NOISE LEVELS (FREQ 1/A 2/A 3/A 4/A (HZ) 84 25 87 84 84 84 87 87 84 | | | |
|--|---------|-------|-----------|
| 1/A 2/A 3/A 4/A 82 77< 87 84 84 85 87 87 84 | | | 8 |
| 1/A 2/A 3/A 4/A 82 77< 87 84 85 82 87 84 | | |) PAGE F1 |
| 82 77< 87 85 82 87 | 5/A 6/A | A 7/4 | |
| | 6.0 | 98 83 | |
| 90 85 92 | | | |
| 26 26 46 | | | |
| 92 97 | . 20 | | |
| 87 83 87 | | | |
| 83 80 81 | | | |
| 81 79 83 | | | |
| 78 78 78 | | | |
| 15 74 80 | | | |
| 75 71 75 | | | |
| 73 66 75 | | | |
| 71 65 72 | | | |
| 70 65 73 | | | |
| 70 66 73 | | | |
| 70 66 71 | | | |
| 69 65 72 | | | |
| 02 49 69 | | | |
| 22 49 69 | | | |
| 66 61 69 | | | |
| 64 58 67 | | | |
| 64 594 58 | | | |
| 3 | | | |
| OVERALL 99 97 102 99 | 105 10 | 96 91 | |

| TABLE: MEASURED SOUND PRESSURE LEVEL (DB) 2 OCTAVE BAND | PRESSUR | E LEVEL | (09) | | | | |) IDENTIFICATION:) OMEGA 3.2 |
|---|---------|------------|------|-----|--------|--------------------|-------|----------------------------------|
| NOISE SOURCE/SUBJECT: | - | OPERATIONS | ONS | | | ^ | 919 |) TEST 74-075-001 |
| C-121G AIRCRAFT GROUND CREW NEAR FIELD NOISE LEVELS | | | | | | | | 3 04 MAR 77) PAGE J1 |
| | | | | | OCATIO | LOCATION/CONDITION | ITION | |
| FREQ (HZ) | 1/A | 2/A | 3/A | 4/4 | 5/A | 6/A | 774 | |
| 31.5 | 91 | 8.7 | 96 | 95 | 26 | 101 | 06 | |
| 63 | 98 | 96 | 100 | 98 | 103 | 103 | 97 | |
| 125 | 68 | 86 | 83 | 98 | 93 | 66 | 85 | |
| 250 | 83 | 82 | 95 | 85 | 88 | 91 | 83 | |
| 500 | 79 | 14 | 81 | 82 | 85 | 89 | 78 | |
| 1000 | 75 | 20 | 11 | 11 | 80 | 86 | 7.4 | |
| 2000 | 75 | 7.1 | 92 | 79 | 80 | 86 | 42 | |
| 4000 | 73 | 99 | 75 | 78 | 7.8 | 84 | 72 | |
| 9000 | 68 | 95 | 7.2 | 73 | 1. | 79 | 29 | |
| OVERALI | 8 | 0.7 | | 0 | 100 | , | | |

| 3 | | | ; | | | | | | |
|---|---------------|--------------------------|----------------------------------|---------|-----------------------------------|--------------------|------------|-----------------------|-------------------|
| NOISE SOURCE/SUBJECT! | 3. | OPERATION | INO | | | - | | |) TEST 74-075-001 |
| C-121G AIRCRAFT | | | | | | | | | 1 04 HAR 77 |
| GROUND CREW NEAR FIELD NOISE LEVELS | · · | | | | | | | |) PAGE H1 |
| | | | | | OCATIO | LOCATION/CONDITION | DITION | | |
| | 1/4 | 2/A | 3/A | 4/4 | 5/A | 6/A | 7/A | | |
| | | | (OASLC IN DBC) | 080 | AT EAR | ~ | | | |
| A-WEIGHTED OVERALL MAXIMUM PERMISSIBLE POSTECTION | | | (DASLA IN DBA) MINUTES) FOR 0 | FOR OF | I DBA) AT EAR FOR ONE EXPOSURE | | PER DAY (A | (AFR 161-35, JULY 73) | r 73) |
| NO FROIECTION | • | 20 | *** | | | 20, | | | |
| DASLO | 33 | 25 | 7 2 | 96 | 104 | 102 | 97 | | |
| | 571 | 960 | 404 | 339 | 240 | 101 | 673 | | |
| HINIMUM QPL EAR MUFFS | | | | | | | | | |
| DASLA | 73 | 20 | 12 | 73 | 7.8 | 81 | 11 | | |
| AMERICAN OPTICAL 1788 | FAS | 096 | 960 | 960 | 960 | 208 | 960 | | |
| | | 68 | 73 | 7.1 | 16 | 11 | 69 | | |
| - | 960 | 960 | 960 | 096 | 960 | 096 | 960 | | |
| V-51R EAR PLUGS | | | | , | | | | | |
| OASLA | 29 | 29 | 9 | 63 | 29 | 2 | 61 | | |
| AMEDICAN DOTTON ATON | | U | 360 | 096 | 896 | 950 | 960 | | |
| 20.7 | 7 | 2 | | 2 2 2 | 58 | 6.0 | 52 | | |
| 1 | 960 | 960 | 960 | 960 | 960 | 950 | 960 | | |
| H-133 GROUND COMMUNICA | UNICATION UNI | - | | | | | | | |
| OASLA* | 69 | 62 | 29 | 9 | 20 | 72 | 49 | | |
| A CONTRACT NAMES | 096 | 960 | 096 | 960 | 960 | 960 | 960 | | |
| COMMUNICATION PREESTED INTERFERENCE PREFERENCE | TERFEREN | I EVE | I (PSTI | 1 TN 08 | 180 | | | | |
| PSIL | 76 | | | | 85 | 87 | 7.5 | | |
| ANNOYANCE PERCEIVED NOISE LEVE | LEVEL, TONE | CORRECTED (PNLT IN PNDB) | TEO (P | WLT I | PNOB | | | | |
| | 100 TO 100 | 96 | 102 | 1.03 | 105 | 109 | 86 | | |
| | | | | | | | | | |

TABLE 4

TEST CONDITIONS FOR FAR-FIELD NOISE MEASUREMENTS

C-121G Aircraft, Ground Runups, Wright-Patterson AFB, OH Tail #30548, 23 September 1974

Aircraft Engine Operation

Idle

All Engines 700 RPM

26.3 Inches Mg, Manifold Pressure 90 LBS/HR, Fuel Flow

Engine Warmup

All Engines 1200 RPM

24 Inches Hg, MAP 150 LBS/HR, FF

Propeller Speed Check

All Engines 1700 RPM

25.2 Inches Hg, MAP 325 LBS/HR, FF

Power Check

All Engines 2050 RPM

28.8 Inches Hg, MAP 500 LBS/HR, FF

Takeoff Power

All Engines 2900 RPM

58 Inches Hg, MAP 2000 Plus LBS/HR, FF

Meteorology

Temperature
Bar Pressure
Rel Humidity
Wind — Speed
— Direction

12.2 C 0.749 M Hg 36 % 2 M/Sec (4 Kts) 050 Deg

| 5 1/3 | 1/3 OCTAVE DISTANCE = | BAND 75 | HETERS | | | | | | | | | | | | *** | 0 | HEGA | OMEGA 1.4 | |
|--------------------------------------|--------------------------|------------|--------|-------|------------------------|---------|-----|-----|---------|---------|-------------|-------|-------|-----|-----|--------------|-----------|-----------|-----|
| NOISE SOURCE/SUBJECT | SUBJE | 31.6 | | 940) | OPERATION: | ž | | | | 3 . | METEOROLOGY | LOGY | | | | = & ^ ^ | RUN B | 01 | 5 |
| C-1216 AI | AIRCRAFT | | | | DLE P | OWER | | | | | BAR P | PRESS | 121 = | 3 | HG | | 12 AUG 76 | 92 | |
| R-3350-93A ENGINE FAR FIELD NOISE | NOISE | la l | | | 700 RPH ALL ENGINES | ENGINES | | | | | REL H | | | | | | PAGE | 2 | |
| FREQ | | | | | | | | AN | ANGLE (| DEGREES | ES) | | | | | | | | |
| (HZ) | 0 | 10 | 20 | 30 | 10 | 20 | 09 | 10 | | 06 | 100 | 110 | 120 | 130 | 140 | 150 | 160 | 170 | 180 |
| 52 | 22 | 72 | 73 . | 72 | 73 | 14 | 73 | 1.4 | 74 | 92 | 1.4 | 16 | 73 | 72 | 73 | 704 | 704 | 704 | 16 |
| 31.5 | 1.4 | 74 | 14 | 724 | 724 | 734 | 734 | 92 | 14 | 11 | 92 | 7.8 | 92 | 14 | 25 | 734 | 724 | 734 | 2 |
| 04 | 80 | 52 | 30 | 80 | 80 | 91 | 81 | 80 | 81 | 82 | 81 | 82 | 80 | 90 | 0.0 | 78 | 62 | 62 | 7.8 |
| 20 | 18 | 84 | 83 | 82 | 82 | 82 | 83 | 83 | 83 | 84 | 83 | 83 | 82 | 81 | 82 | 82 | 82 | 81 | 13 |
| 63 | 82 | 82 | 83 | 82 | 82 | 83 | 85 | 35 | 98 | 98 | 87 | 96 | 94 | 82 | 83 | 83 | 81 | 79 | 16 |
| 80 | 15 | 15 | 91 | 15 | 7.4 | 14 | 14 | 15 | 16 | 80 | 18 | 11 | 14 | 73 | 714 | 73 | 72 | 714 | 69 |
| 100 | 52 | 144 | 144 | 724 | 704 | 684 | >69 | 714 | 724 | 144 | 144 | 724 | 714 | 104 | 714 | 724 | 714 | 724 | 99 |
| 125 | 42 | 72 | 72 | 17 | 7.0 | 7.1 | 20 | 5.8 | 20 | 73 | 20 | 7.1 | 68 | 69 | 7.0 | 69 | 89 | 99 | 9 |
| 160 | 1.2 | 73 | 73 | 73 | 77 | 20 | 20 | 99 | 20 | 73 | 7.1 | 2 | 20 | 20 | 7.1 | 2 | 69 | 99 | 63 |
| 200 | 15 | 14 | 12 | 72 | 20 | 11 | 7.1 | 9.6 | 20 | 72 | 20 | 22 | 72 | 7.7 | 72 | 20 | 7.1 | 69 | 9 |
| 250 | 20 | 69 | 69 | 29 | 65 | 99 | 63 | 61 | 95 | 99 | 29 | 29 | 49 | 79 | 99 | 65 | 69 | 49 | 62 |
| 315 | 99 | 19 | 63 | 9 | 9 | 23 | 28 | 26 | 26 | 63 | 24 | 65 | 25 | 28 | 9 | 63 | 63 | 95 | 23 |
| 004 | 99 | 99 | 92 | 19 | 61 | 9 | 29 | 21 | 25 | 29 | 96 | 99 | 53 | 29 | 9 | 49 | 65 | 62 | 61 |
| 200 | 49 | 19 | 19 | 29 | 61 | 58 | 09 | 29 | 25 | 49 | 65 | 49 | 49 | 9 | 62 | 65 | 99 | 9 | 28 |
| 630 | 09 | 9 | 29 | 29 | 29 | 25 | 25 | 24 | 25 | 62 | 58 | 90 | 63 | 60 | 99 | 61 | 62 | 21 | 25 |
| 800 | 21 | 58 | 25 | 25 | 25 | 25 | 25 | 34 | 24 | 63 | 65 | 61 | 62 | 69 | 62 | 61 | 9 | 96 | 24 |
| 1000 | 96 | 99 | 96 | 96 | 96 | 96 | 96 | 25 | 52 | 25 | 25 | 29 | 66 | 9 | 72 | 66 | 25 | 24 | 53 |
| 1250 | 99 | 25 | 96 | 96 | 28 | 25 | 25 | 25 | 96 | 25 | 65 | 9 | 58 | 9 | 61 | 62 | 88 | 24 | 24 |
| 1600 | 96 | 25 | 96 | 25 | 25 | 25 | 25 | 52 | 99 | 28 | 5.8 | 90 | 09 | 65 | 49 | 61 | 25 | 53 | 53 |
| 2000 | 96 | 99 | 25 | 58 | 25 | 25 | 52 | 55 | 55 | 58 | 29 | 60 | 63 | 09 | 61 | 61 | 25 | 55 | 53 |
| 2500 | 96 | 26 | 58 | 25 | 25 | 25 | 55 | 52 | 24 | 96 | 25 | 65 | 61 | 60 | 65 | 9 | 24 | 25 | 53 |
| 3150 | 53 | 24 | 24 | 25 | 24 | 24 | 55 | 25 | 25 | 25 | 26 | 25 | 09 | 65 | 65 | 58 | 53 | 51 | 55 |
| 0004 | 55 | 53 | 53 | 53 | 53 | 55 | 51 | 51 | 25 | 96 | 26 | 25 | 65 | 66 | 58 | 25 | 53 | 20 | 20 |
| 2000 | 94 | 48 | 51 | 84 | 84 | 84 | 24 | 8+ | 47 | 64 | 20 | 55 | 24 | 53 | 53 | 51 | 94 | 45 | 45 |
| 6300 | 74 | * | 43 | 43 | 43 | 43 | 42 | * | 43 | 45 | 94 | 84 | 20 | 64 | | 64 | ; | 11 | 42 |
| 8000 | | | | +24 | 204 | ×64 | *64 | >24 | 174 | 474 | ×64 | >64 | 534 | 534 | 244 | 244 | *84 | | |
| 10000 | 38< | 414 | ×0 × | >04 | 43< | 454 | 414 | *** | +3 < | ×0+ | 414 | +54 | +24 | *** | +24 | 454 | 374 | | |
| | | | | | | | | | | | | | | | | | | | |

< LEVEL CORRECTED TO REMOVE BACKGROUND/ELECTRONIC NOISE.

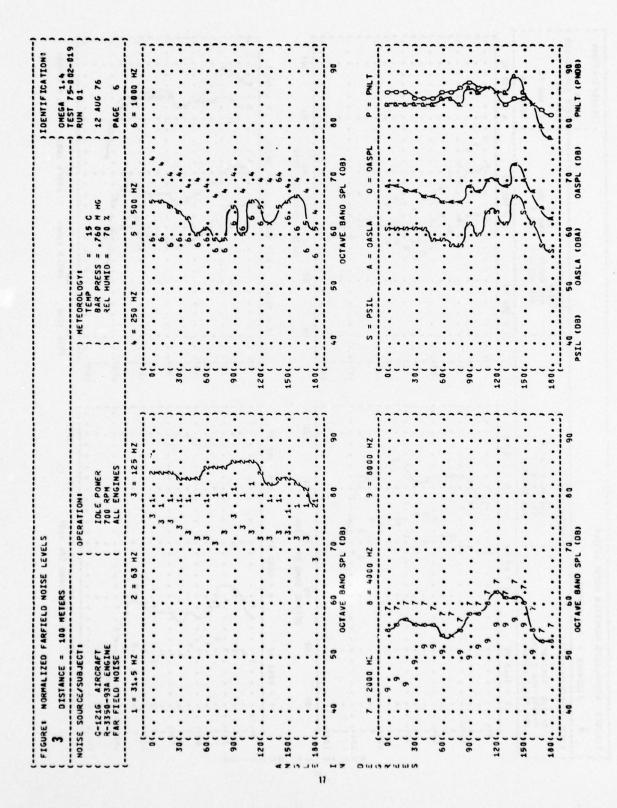
| | | 1/3 OCTAVE DISTANCE = | | BAND 75 HETERS | | | | | | | | | | | | | | OMEGA 1.4 | - | |
|-----|-----------|--------------------------|-----|-------------------|-----|----------------|-------|-----|-----|-------------|-----------|----------------|-----|-----|-----|-------------|-----|-----------|------|------|
| 1 9 | NOISE SOU | SOURCE/SUBJEC | 1. | | 90 | OPERATIONS | | | | | , ME | MET EOROLOGY : | | ` | : . | | | RUN | 02 | 2-01 |
| 1 | C-1216 | C-1216 AIRCRAFT | 101 | | | ENGINE WARM-UP | HARM | 40- | | | | BAR PRESS | | 74 | | 2 | | 12 AUG 76 | 3 76 | |
| | FAR FIE | FAR FIELD NOISE | 21 | | | ALL ENGINES | GINES | | | | | אבר ש | | , | 0 | | | PAGE | ~ | |
| 1 | FREQ | | | | | | | | A | ANGLE (1 | (DEGREES) | ES) | | | | | | | | |
| | (HZ) | - | 10 | 20 | 30 | 04 | 20 | 09 | .02 | | 90 | | 110 | 120 | 130 | 140 | 150 | 160 | 170 | 180 |
| | 52 | 7.8 | 62 | 7.8 | 62 | 7.8 | 8.2 | 73 | 11 | 14 | 62 | 62 | 78 | 19 | 62 | 11 | 00 | 18 | | |
| | 31.5 | | 204 | 714 | 704 | 714 | >69 | 684 | 104 | 68 < | 714 | 734 | 724 | 724 | 734 | 68 < | 704 | 724 | | |
| | 0, | 75 | 15 | 11 | 78 | 81 | 82 | 83 | 81 | 62 | 81 | 94 | 81 | 91 | 81 | 16 | 744 | 15 | | |
| | 20 | 83 | 82 | 84 | 83 | 94 | 82 | 83 | 81 | 81 | 83 | 98 | 85 | 83 | 94 | 94 | 62 | 18 | | |
| | 63 | 98 | 88 | 91 | 93 | 93 | 35 | 35 | 90 | 91 | 16 | 96 | 16 | 16 | 35 | 91 | 89 | 11 | | |
| | 90 | 96 | 92 | 98 | 83 | 06 | 90 | 06 | 90 | 8 | 93 | 95 | 35 | 91 | 88 | 87 | 85 | 4 | | |
| | 100 | 85 | 92 | 82 | 82 | 83 | 83 | 4 8 | 92 | 96 | 88 | 98 | 82 | 93 | 92 | 93 | 10 | 11 | | |
| | 125 | 84 | 83 | 83 | 81 | 83 | 85 | 81 | 93 | 81 | 83 | 62 | 62 | 80 | 90 | 7.8 | 74 | 7.1 | | |
| | 160 | 94 | 85 | 85 | 94 | 95 | 81 | 28 | 92 | 12 | 18 | 92 | 11 | 80 | 28 | 7.8 | 73 | 68 | | |
| | 200 | 48 | 83 | 83 | 80 | 82 | 92 | 11 | 15 | 73 | 15 | 92 | 15 | 15 | 22 | 15 | 1 | 99 | | |
| | 250 | ** | 83 | 93 | 79 | 92 | 1.4 | 1.4 | 72 | 89 | 89 | 20 | 7.1 | 72 | 73 | 73 | 69 | 99 | | |
| | 315 | 63 | 81 | 80 | 18 | 75 | 71 | 20 | 99 | 67 | 99 | 99 | 99 | 29 | 7.1 | 20 | 69 | 99 | | |
| | 004 | 81 | 80 | 80 | 78 | 14 | 7.1 | 7.0 | 69 | 99 | 29 | 29 | 29 | 99 | 69 | 20 | 69 | 69 | | |
| | 200 | 78 | 18 | 11 | 92 | 72 | 69 | 99 | 25 | 69 | 99 | 99 | 69 | 89 | 6.3 | 69 | 69 | 49 | | |
| | 630 | 14 | 14 | 14 | 73 | 20 | 29 | 99 | 92 | 95 | 49 | 99 | 29 | 29 | 99 | 29 | 99 | 61 | | |
| | 800 | 72 | 11 | 72 | 20 | 68 | 19 | 99 | 49 | 62 | 49 | 99 | 65 | 99 | 69 | 69 | 29 | 9 | | |
| | 1000 | 99 | 69 | 69 | 68 | 29 | 65 | 19 | 53 | 61 | 63 | 65 | 49 | 99 | 69 | 29 | 99 | 28 | | |
| | 1250 | 19 | 29 | 29 | 29 | 99 | 49 | 49 | 53 | 63 | 19 | 65 | 9 | 69 | 20 | 68 | 99 | 25 | | |
| | 1600 | 29 | 29 | 99 | 29 | 99 | 69 | 63 | 40 | 63 | 79 | 65 | 65 | 99 | 20 | 69 | 99 | 96 | | |
| | 2000 | 99 | 29 | 29 | 29 | 69 | 69 | 49 | 94 | 63 | 19 | 65 | 99 | 29 | 20 | 29 | 65 | 24 | | |
| | 2500 | 69 | 99 | 29 | 29 | 99 | 69 | 49 | 49 | 62 | 63 | 63 | 9 | 99 | 69 | 99 | 63 | 25 | | |
| | 3150 | 99 | 69 | 7.1 | 72 | 70 | 19 | 69 | 96 | 19 | 99 | 69 | 99 | 29 | 89 | 69 | 62 | 53 | | |
| | 0000 | 62 | 63 | 49 | 49 | 63 | 63 | 62 | 95 | 61 | 63 | 63 | 63 | 49 | 99 | 63 | 61 | 51 | | |
| | 2000 | 58 | 66 | 66 | 66 | 09 | 58 | 28 | 99 | 58 | 58 | 66 | 66 | 66 | 61 | 28 | 99 | 94 | | |
| | 6300 | 54 | 25 | 96 | 96 | 25 | 52 | 55 | 96 | 55 | 99 | 55 | 55 | 26 | 21 | 25 | 55 | 43 | | |
| | 8000 | 524 | 534 | 244 | 244 | 25 | 96 | 55 | 96 | 244 | 534 | 244 | 534 | 26 | 96 | 96 | 244 | 47. | | |
| | 10000 | 55 | 55 | 53 | 53 | 94 | 53 | 53 | 24 | 20 | 48 | 64 | 64 | 64 | 20 | 64 | 454 | 374 | | |
| | OVERALL | *6 | 76 | 96 | 96 | 96 | 96 | 96 | 35 | 95 | 26 | 86 | 16 | 96 | 95 | 76 | 95 | 98 | | |

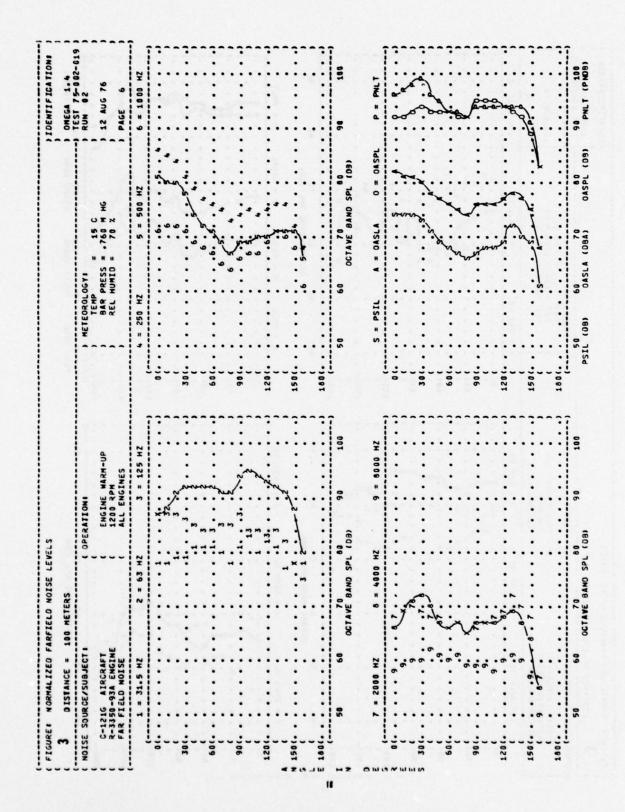
| 2 | 1/3 OCTAVE DISTANCE = | BAND | HETERS | | | | | | | | | | | | | | OMEGA 1.4 | A 1.4 | |
|-------------------|--------------------------|------|--------|-----|------------|-------|-------|------|-------|-----------|---------------------|-------|------|------|-----|-----|-----------|-------|-----|
| NOISE SOU | SOURCE/SUBJECT | 113 | | 0 | OPERATIONS | . NO | | | | ř | METEOROLOGY TEMP | 010GY | _ " | 12 0 | | 2 | NO | 3 | 10 |
| C-1216 R-3350- | C-1216 AIRCRAFT | u | | | PROP | SPEED | CHECK | | | | BAR | PRESS | • | IN | 94 | | 12 AUS | 92 : | |
| FAR FIE | FAR FIELD NOISE | | | | ALL E | NGINE | s | | | . ~ | | | | | - | - | PAGE | 8 | |
| FREG | | | | | | | | ¥ | ANGLE | (DEGREES) | ES) | | | | | | | | |
| (HZ) | • | 10 | 20 | 30 | 9 | 20 | 9 | 20 | 90 | 90 | 100 | 110 | 120 | 130 | 140 | 150 | 160 | 170 | 180 |
| 52 | 7.4 | 73 | 75 | 75 | 75 | 7.8 | 61 | 11 | 75 | 11 | 11 | 11 | 16 | 74 | 76 | 7.4 | 7.8 | | |
| 31.5 | | 85 | 83 | 80 | 82 | 83 | 81 | 16 | 80 | 83 | 88 | 91 | 98 | 85 | 82 | 82 | 80 | | |
| 0, | 69 | 96 | 91 | 89 | 91 | 91 | 89 | 93 | 87 | 89 | 16 | 26 | 93 | 95 | 89 | 68 | 92 | | |
| 20 | 63 | 87 | 48 | 82 | 87 | 88 | 87 | 91 | 91 | 83 | 86 | 82 | 81 | 98 | 98 | 81 | 19 | | |
| 63 | 88 | 92 | 94 | 92 | 94 | 96 | 87 | 80 | 82 | 86 | 87 | 88 | 82 | 84 | 84 | 81 | 11 | | |
| 80 | 92 | 36 | 06 | 88 | 68 | 87 | 88 | 97 | 80 | 96 | 98 | 96 | 96 | 48 | 98 | 93 | 80 | | |
| 100 | 92 | 32 | 96 | 100 | 86 | 96 | 98 | 100 | 66 | 26 | 96 | 93 | 16 | 95 | 26 | 76 | 88 | | |
| 125 | *** | * 6 | 96 | 06 | 200 | * | 90 | 00 0 | 8 | 87 | 0 0 | 83 | 81 | 60 | 90 | 90 | 14 | | |
| 100 | 250 | 5 6 | 100 | 26 | 200 | | * | 22 | 000 | 200 | 70 | 9 6 | * | * | 000 | 2 | 2: | | |
| 250 | 20 | 2 6 | 20 | 26 | 9 4 | 0 8 | 0 0 | 0 4 | 2 4 | 12 | 10 | 20 | 70 | 100 | 200 | 2 2 | 100 | | |
| 315 | 200 | 9.5 | 9.5 | 0 0 | | 8 4 | 200 | 10 | 11 | 75 | 7.0 | 74 | 1,00 | 7.8 | 7.8 | 75 | 12 | | |
| 004 | 93 | 6 | 6 | 66 | 32 | 81 | 13 | 2 | 15 | 72 | 22 | 73 | 7. | 16 | 200 | 74 | 7.7 | | |
| 200 | 68 | 88 | 88 | 88 | 82 | 13 | 78 | 11 | 12 | 73 | 7.1 | 7.4 | 14 | 75 | 75 | 74 | 7.0 | | |
| 630 | 92 | 85 | 94 | 85 | 19 | 78 | 15 | 14 | 11 | 71 | 20 | 7.4 | 73 | 16 | 92 | 74 | 7.0 | | |
| 900 | 82 | 83 | 82 | 83 | 19 | 11 | 14 | 73 | 11 | 7.0 | 72 | 72 | 72 | 14 | 92 | 73 | 69 | | |
| 1000 | 19 | 80 | 19 | 80 | 16 | 75 | 72 | 73 | 11 | 69 | 20 | 20 | 11 | 73 | 14 | 72 | 89 | | |
| 1250 | 18 | 78 | 78 | 78 | 16 | 14 | 72 | 12 | 11 | 7.0 | 20 | 20 | 7.0 | 72 | 14 | 20 | 99 | | |
| 1600 | 78 | 11 | 11 | 7.8 | 92 | 14 | 73 | 14 | 12 | 70 | 72 | 11 | 11 | 72 | 72 | 89 | 49 | | |
| 2000 | 16 | 92 | 92 | 11 | 15 | 14 | 14 | 14 | 72 | 20 | 7.1 | 71 | 72 | 20 | 69 | 69 | 09 | | |
| 2500 | 75 | 75 | 15 | 16 | 75 | 14 | 15 | 1. | 14 | 69 | 7.1 | 20 | 7.1 | 99 | 19 | 63 | 25 | | |
| 3150 | 73 | 73 | 15 | 15 | 73 | 73 | 14 | 73 | 72 | 69 | 20 | 70 | 70 | 19 | 99 | 61 | 55 | | |
| 0004 | 72 | 73 | 73 | 1. | 14 | 73 | 14 | 73 | 72 | 99 | 89 | 99 | 69 | 19 | 49 | 59 | 53 | | |
| 2000 | 69 | 69 | 7.0 | 11 | 11 | 7.0 | 11 | 20 | 68 | 69 | 69 | 65 | 69 | 63 | 61 | 24 | 64 | | |
| 6300 | 99 | 99 | 29 | 99 | 69 | 68 | 69 | 29 | 99 | 63 | 62 | 61 | 61 | 9 | 66 | 25 | 94 | | |
| 8000 | 69 | 99 | 99 | 29 | 29 | 29 | 29 | 29 | 19 | 61 | 66 | 28 | 28 | 25 | 96 | 534 | *** | | |
| 10000 | 19 | 65 | 9 | 99 | 19 | 99 | 99 | 92 | 19 | 25 | 25 | 96 | 53 | 25 | 51 | *** | 384 | | |
| OVERALL | 102 | 103 | 102 | 103 | 101 | 100 | 100 | 101 | 101 | 66 | 66 | 100 | 66 | 96 | 66 | 96 | 95 | | |

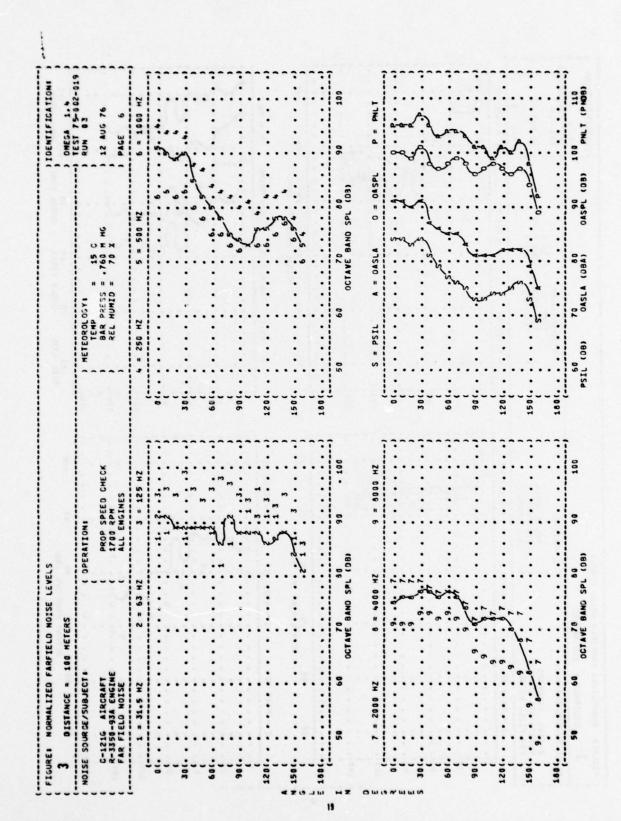
| 2 | DISTANCE | - 7 | 5 MET | ERS | | | | | | | | | | | | - | | 1.4 | |
|-----------------|--------------|-----|-------|-----|-----------|-------------|-----|-----|-------|-----------|-------------|-------|-----|------|-----|-----|--------|-------|------|
| NOISE SOUR | SOURCE/SUBJE | CT: | | 00 | OPERATION | . NO | | | | - | METEOROLOGY | 0106Y | - | : | | | RUN D | 200-6 | - 01 |
| | | | | | - | | | | | - | TEMP | - | ,, | 2 | | - | | | |
| C-1216 AIRCRAFT | AIRCRAFT | ta | | | POMER | POWER CHECK | | | | | AAG | HIMI | . " | E 64 | 2 | | 12 AUS | 9/ | |
| FAR FIELD NOISE | O NOISE | | | | ALL E | ALL ENGINES | 10 | | | | | | | , | | . ~ | PAGE | ~ | |
| FREQ | | | | | | | | Ā | ANGLE | (DEGREES) | ES) | | | | | | | | |
| (HZ) | 0 | 10 | 20 | 30 | 0+ | 20 | 69 | 2.0 | 90 | 06 | 100 | 110 | 120 | 130 | 140 | 150 | 160 | 170 | 180 |
| 25 | 73 | 72 | 73 | 72 | 72 | 72 | 73 | 72 | 7.4 | 714 | 714 | 714 | 72 | >69 | >69 | 704 | | | |
| 31.5 | 11 | 11 | 91 | 92 | 83 | 88 | 68 | 88 | 89 | 06 | 88 | 90 | 88 | 95 | 82 | 81 | | | |
| 0+ | 92 | 93 | 96 | 95 | 95 | 96 | 95 | 35 | 16 | 86 | 101 | 103 | 102 | 96 | 96 | 76 | | | |
| 20 | 88 | 89 | 90 | 90 | 90 | 91 | 88 | 95 | 90 | 95 | 96 | 26 | 96 | 93 | 95 | 88 | | | |
| 63 | 82 | 87 | 90 | 93 | 93 | 16 | 46 | 93 | 91 | 93 | 95 | 35 | 16 | 06 | 06 | 87 | | | |
| 80 | 66 | 26 | 95 | 46 | 91 | 93 | 93 | 93 | 16 | 16 | 95 | 93 | 16 | 06 | 88 | 88 | | | |
| 100 | 100 | 96 | 96 | 46 | 90 | 95 | 95 | 35 | 91 | 95 | 16 | 95 | 16 | 68 | 89 | 90 | | | |
| 125 | 66 | 98 | 66 | 26 | 46 | 95 | 34 | 35 | 91 | 90 | 95 | 93 | 90 | 96 | 16 | 95 | | | |
| 160 | 16 | 26 | 96 | 93 | 91 | 9.0 | 06 | 98 | 80 | 87 | 87 | 68 | 68 | 87 | 87 | 88 | | | |
| 200 | 96 | 86 | 16 | 95 | 90 | 88 | 88 | 85 | 98 | 83 | 9 4 | 83 | 82 | 85 | 87 | 98 | | | |
| 250 | 100 | 98 | 16 | 96 | 91 | 90 | 91 | 87 | 96 | 82 | 87 | 88 | 88 | 06 | 69 | 88 | | | |
| 315 | 96 | 26 | 96 | 93 | 88 | 89 | 87 | 81 | 82 | 80 | 81 | 83 | 9.4 | 84 | 83 | 98 | | | |
| 004 | 16 | 95 | 95 | 16 | 87 | 87 | 82 | 80 | 83 | 18 | 19 | 85 | 80 | 85 | 85 | 87 | | | |
| 200 | 96 | 46 | 16 | 16 | 82 | 8 2 | 4 8 | 62 | 83 | 13 | 62 | 95 | 80 | 83 | 82 | 98 | | | |
| 630 | 93 | 35 | 91 | 95 | 92 | 85 | 48 | 11 | 83 | 13 | 80 | 81 | 80 | 83 | 82 | 85 | | | |
| 800 | 91 | 83 | 60 | 90 | 82 | 83 | 83 | 16 | 94 | 13 | 80 | 90 | 19 | 83 | 82 | 85 | | | |
| 1000 | 87 | 98 | 98 | 87 | 83 | 82 | 83 | 91 | 83 | 78 | 19 | 29 | 7.8 | 81 | 80 | 85 | | | |
| 1250 | 92 | 98 | 85 | 85 | 83 | 82 | 84 | 78 | 94 | 28 | 29 | 78 | 11 | 80 | 62 | 84 | | | |
| 1600 | 85 | 85 | 9 6 | 85 | 83 | 9.4 | 85 | 78 | 94 | 78 | 62 | 29 | 78 | 80 | 7.8 | 83 | | | |
| 2000 | 84 | 94 | 84 | 85 | 84 | 83 | 85 | 62 | 86 | 11 | 7.8 | 11 | 11 | 78 | 15 | 62 | | | |
| 2500 | 48 | 84 | 84 | 40 | 85 | 84 | 85 | 80 | 85 | 11 | 7.8 | 11 | 10 | 15 | 14 | 92 | | | |
| 3150 | 82 | 82 | 82 | 83 | 84 | 83 | 94 | 62 | 63 | 7.8 | 7.8 | 11 | 15 | 15 | 73 | 15 | | | |
| 0004 | 81 | 81 | 82 | 83 | 93 | 83 | 48 | 62 | 83 | 11 | 92 | 92 | 14 | 1.4 | 72 | 1.4 | | | |
| 2000 | 78 | 78 | 19 | 80 | 80 | 23 | 81 | 11 | 79 | 73 | 73 | 72 | 70 | 7.0 | 89 | 70 | | | |
| 6300 | 75 | 15 | 16 | 11 | 11 | 16 | 7.8 | 73 | 16 | 72 | 7.1 | 20 | 68 | 29 | 99 | 29 | | | |
| 9000 | 73 | 75 | 15 | 16 | 92 | 1.4 | 16 | 7.1 | 14 | 69 | 29 | 99 | 69 | 69 | 62 | 79 | | | |
| 10000 | 72 | 73 | 73 | 7.4 | 14 | 14 | 14 | 69 | 14 | 19 | 62 | 61 | 9 | 9 | 28 | 28 | | | |
| OVERALL | 108 | | | | - | | | | | - | | | | - | | | | | |

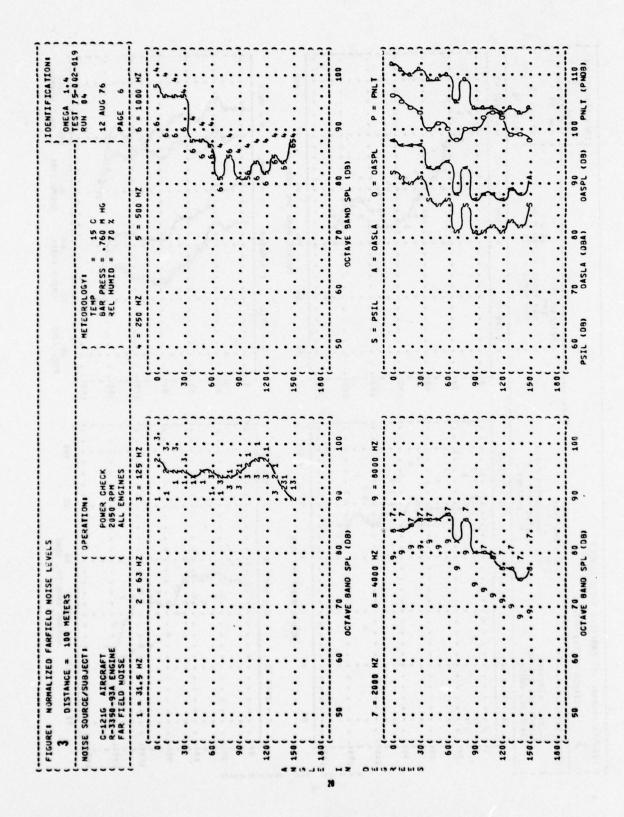
| DISTANCE | | 75 HETERS | ERS | | | | | | | | 100 | | | | | OMEGA | OMEGA 1.4 | |
|-----------------|--------|-----------|-----|------------|---------------|-----|--------|-------------|---------------------|-------|---------------------|-----|-------|------|-----|--------|-----------|------|
| SOURCE/SUBJEC | JECT : | | 5 | OPERATIONS | . NO | | | | | ETEOR | HETEOROLOGY TEMP | _ " | | | | RUN | 90 | 10.3 |
| C-121G AIRCRAFT | L. | | | MAXIA | MAXIMUM POWER | WER | | | | BAR | PRESS | | H 641 | 9 | - | 12 AUS | 15 76 | |
| FAR FIELD NOISE | 2 | | | ALL E | NGINE | S | 10 -21 | | | 456 | 1 | | 100 | | • | PAGE | 8 | |
| FREG | 0 10 | 20 | 30 | 9 | 50 | 60 | 7 a | ANGLE 80 | (DEGREES) 90 100 | EES) | 110 | 120 | 130 | 140 | 150 | 160 | 170 | 180 |
| 25 96 | | 95 | *6 | 95 | 95 | 96 | 96 | 98 | 16 | 96 | 16 | 96 | 16 | 93 | 93 | | | |
| 31.5 87 | | 87 | 88 | 88 | 88 | 69 | 31 | 95 | 92 | 92 | 91 | 91 | 90 | 90 | 88 | | | |
| | | 95 | 93 | 16 | 46 | 96 | 95 | 95 | 96 | 95 | 96 | 16 | 96 | 16 | 90 | | | |
| | | 96 | 66 | 101 | 101 | 100 | 98 | 105 | 106 | 103 | 107 | 108 | 105 | 102 | 95 | | | |
| 7 | - | 106 | 106 | 108 | 109 | 111 | 107 | 117 | 120 | 117 | 122 | 123 | 120 | 116 | 107 | | | |
| | • | 86 | 96 | 96 | 86 | 66 | 101 | 105 | 102 | 100 | 105 | 103 | 102 | 101 | 95 | | | |
| 125 108 | 1111 | 110 | 103 | 107 | 109 | 112 | 114 | 115 | 117 | 120 | 114 | 115 | 111 | 103 | 86 | | | |
| | ' | 108 | 106 | 107 | 103 | 103 | 105 | 108 | 109 | 108 | 101 | 108 | 106 | 105 | 96 | | | |
| | - | 106 | 101 | 105 | 106 | 105 | 109 | 113 | 114 | 114 | 108 | 108 | 106 | 102 | 97 | | | |
| | - | 108 | 106 | 103 | 106 | 102 | 105 | 110 | 109 | 109 | 105 | 103 | 102 | 86 | 92 | | | |
| | - | 107 | 103 | 101 | 102 | 96 | 102 | 107 | 109 | 105 | 105 | 96 | 66 | 96 | 91 | | | |
| 901 | - | 100 | 100 | 100 | 101 | | 100 | 110 | 117 | 109 | 100 | 96 | 0.0 | 200 | 0 4 | | | |
| | • | 103 | 102 | 66 | 86 | 66 | 104 | 107 | 106 | 103 | 102 | 16 | 86 | 93 | 8 | | | |
| 800 101 | - | 101 | 66 | 16 | 86 | 66 | 105 | 106 | 104 | 101 | 101 | 96 | 96 | 93 | 88 | | | |
| | | 100 | 96 | 96 | 96 | 86 | 193 | 105 | 104 | 100 | 86 | 26 | 97 | 92 | 87 | | | |
| | | 96 | 96 | 96 | 26 | 96 | 102 | 105 | 102 | 66 | 16 | 16 | 95 | - 92 | 87 | | | |
| 1600 96 | | 16 | 95 | 96 | 16 | 96 | 101 | 105 | 103 | 66 | 96 | 95 | 93 | 06 | 86 | | | |
| | | 96 | 95 | 95 | 16 | 96 | 99 | 102 | 101 | 96 | 36 | 91 | 91 | 88 | 36 | | | |
| 2500 95 | | 96 | 96 | 36 | 96 | 96 | 37 | 100 | 100 | 16 | 35 | 89 | 96 | 87 | 85 | | | |
| | | 93 | 95 | 93 | 46 | 93 | 37 | 66 | 66 | 96 | 35 | 68 | 89 | 87 | 81 | | | |
| | | 93 | 95 | 93 | 46 | 93 | 35 | 66 | 66 | 95 | 89 | 88 | 8 | 98 | 91 | | | |
| 5000 89 | | 90 | 89 | 89 | 90 | 88 | 91 | 95 | 16 | 88 | 98 | 94 | 85 | 82 | 11 | | | |
| | | 9 6 | 85 | 98 | 87 | 86 | 89 | 93 | 95 | 98 | 83 | 81 | 83 | 80 | 75 | | | |
| 9000 | | 85 | 94 | 85 | 98 | 9 4 | 96 | 36 | 90 | 83 | 80 | 19 | 80 | 77 | 72 | | | |
| 0000 | 8 82 | 83 | 81 | 83 | 48 | 63 | 95 | 90 | 87 | 29 | 15 | 14 | 75 | 73 | 99 | | | |
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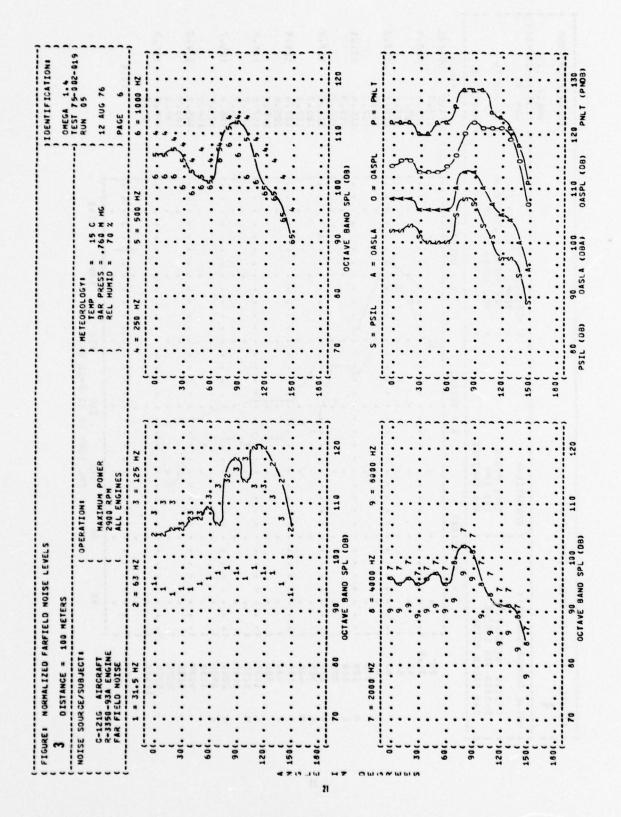
LEVEL CORRECTED TO REMOVE BACKGROUND/ELECTRONIC NOISE.

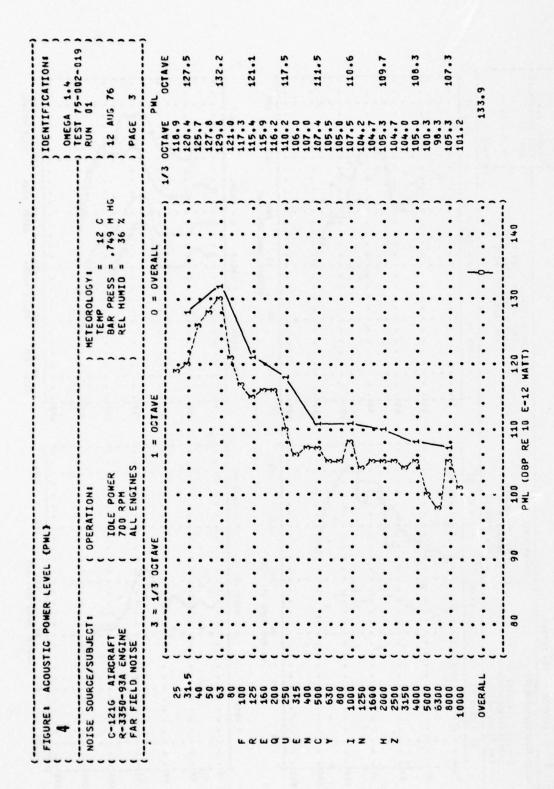


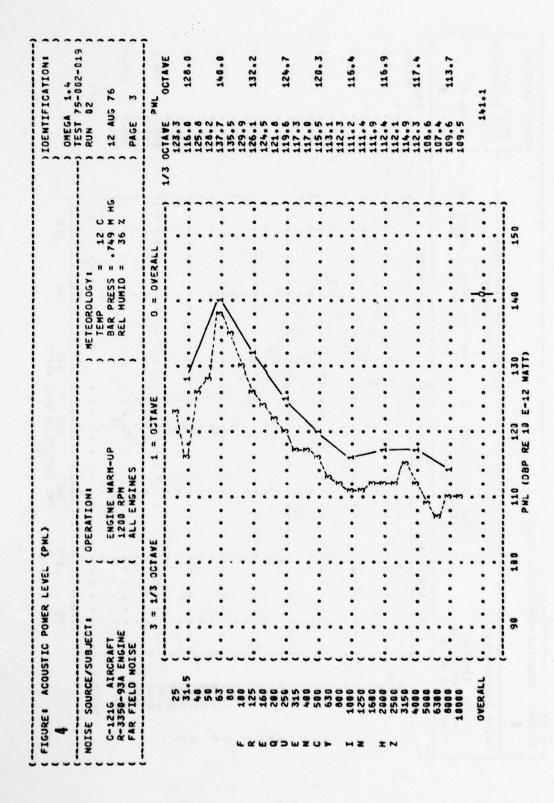






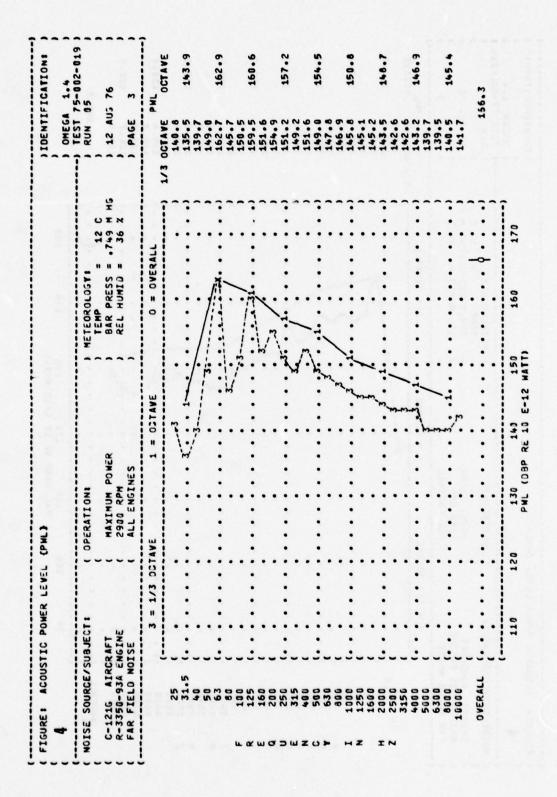






| C-121G AIRCRAFT R-3350-93A ENGINE FAR FIELD NOISE 3 : 25 (| 173 OCTAL | PROP SPEED CHECK 1700 RPH ALL ENSINES VE 1 = | HECK 1 = 03TAVE | HETEOROLOGY TEMP BAR PRESS REL HUMID O = OVE | GY: 12 C SS = .749 H HG ID = 36 % | - 3 W WAGEN | 3 76 0CTAVE |
|--|---|---|--------------------|--|---|-----------------------------------|-----------------------|
| C-1216 AIRCRAFT R-3350-93A ENGINE FAR FIELD NOISE 31.5 (| \$: : : | ALLO | HECK | #5 ! ! · · · · · | = .749 H | 00CTA 121 129 136 131 | 3 3 1 0CTAVE |
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| 200 000 | • • | • | | 3. | | 131.4 | 163.0 |
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| 100 | | • | • | 1 | • | 129.9 | |
| 315 | • | | | | | 127.6 | 133.7 |
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| I 1000 (| | | | | | 119.4 | 124.8 |
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| .) 0062 7 | • | • | ~, | | | 119.7 | |
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| 10000 | | | 3.1. | | • | 120.8 | 163.9 |
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| OVERALL (| | | | | • | 145.3 | ۳. |
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| C-121G AIRCRAFT R-3350-93A ENGINE FAR FIELD NOISE (FAR FIELD NOISE (1.1.0) 50 63 63 63 63 64 61 61 61 62 62 63 63 63 63 63 63 63 64 64 64 64 64 64 64 64 64 64 64 64 64 | OPERATIONS POWER CHECK 2050 RPH ALL ENGINES VE | | | | OUESA TOP |
|---|--|---|---|---------|-------------------|
| 2-121G AIRCRAFT 2-3350-93A ENGINE FAR FIELD NOISE 3 = 1/3 (| POWER CHECK 2050 RPH ALL ENGINES VE | |) METEOROLOGY: | |) TEST 75-002-019 |
| AR FIELD NOISE 25 (| ALL ENGINES VE | | BAR PRESS | | 1 12 AUS 76 |
| 25 (3 = 1/3 31.5 (50 63 (63 100 (63 125 (63 160 (64 | VE . | |) KEL HU | 9 |) PAGE 3 |
| 4440 | | 1 = OSTAVE | * 0 | OVERALL | 4 |
| 4440 | | | | (| 1/3 OCTAVE OCTAVE |
| | | : : : : : : : : : : : : : | | . 1 | 132.5 143.5 |
| | • | • | • | | 143,2 |
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| | • | | , m | ••• | 134.1 |
| | | | * ^ | | 135.6 139.0 |
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| | | | 3,0 | | 131.2 135.9 |
| 630 (. | | • | 7 | - | 130.0 |
| , 008 | • | | 3. / | • | 126.9 |
| I 1006 (| | ** | | | 127.4 132.7 |
| | | | • | • | 127.2 |
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| 6300 | | 2 10 | • | | 125.7 |
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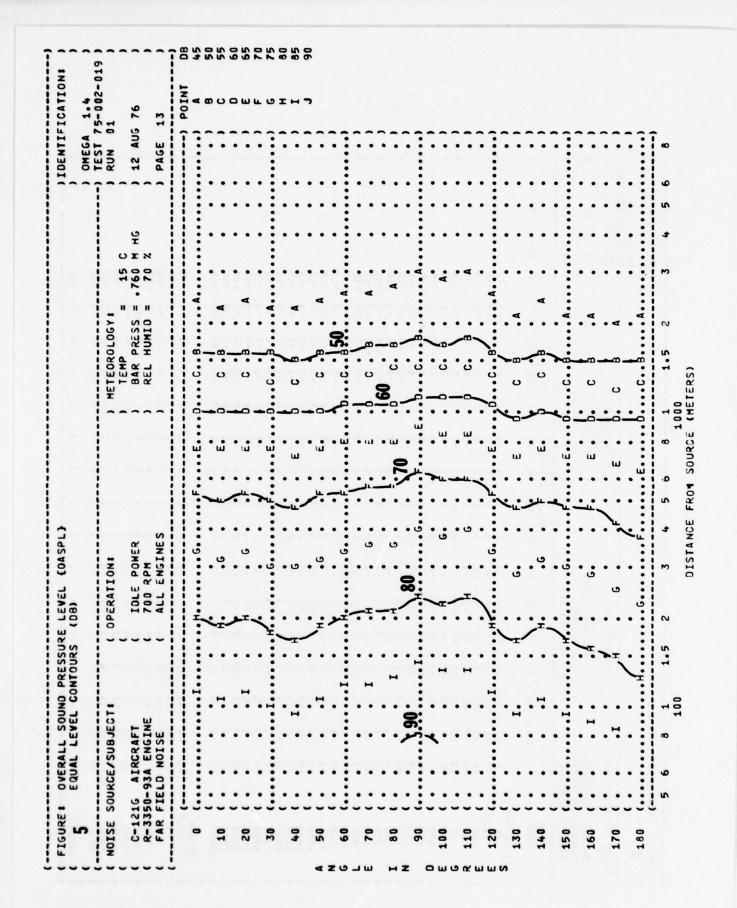
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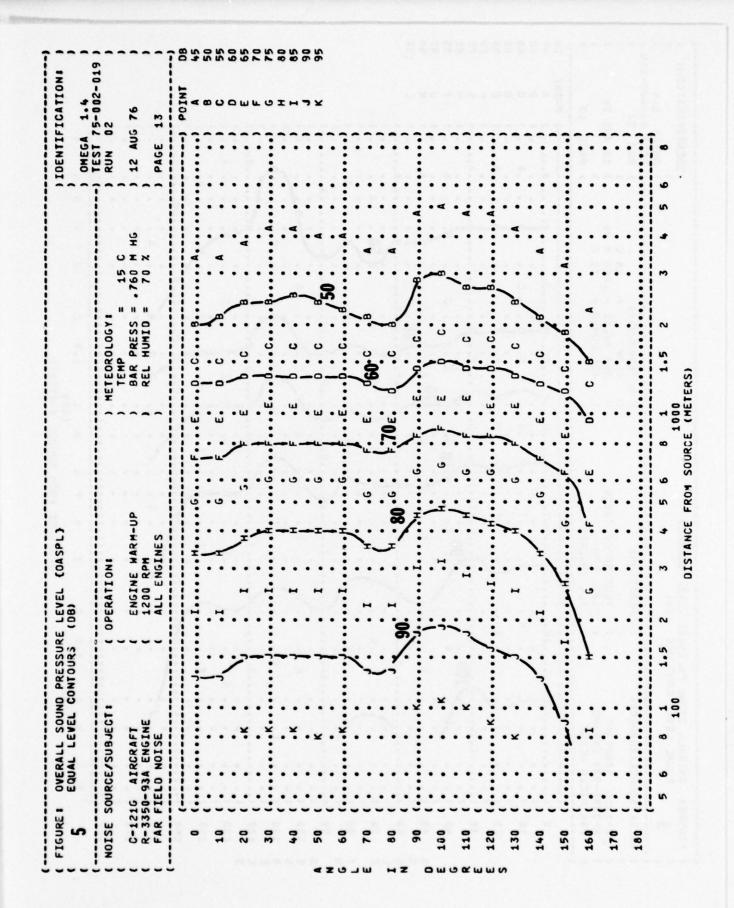
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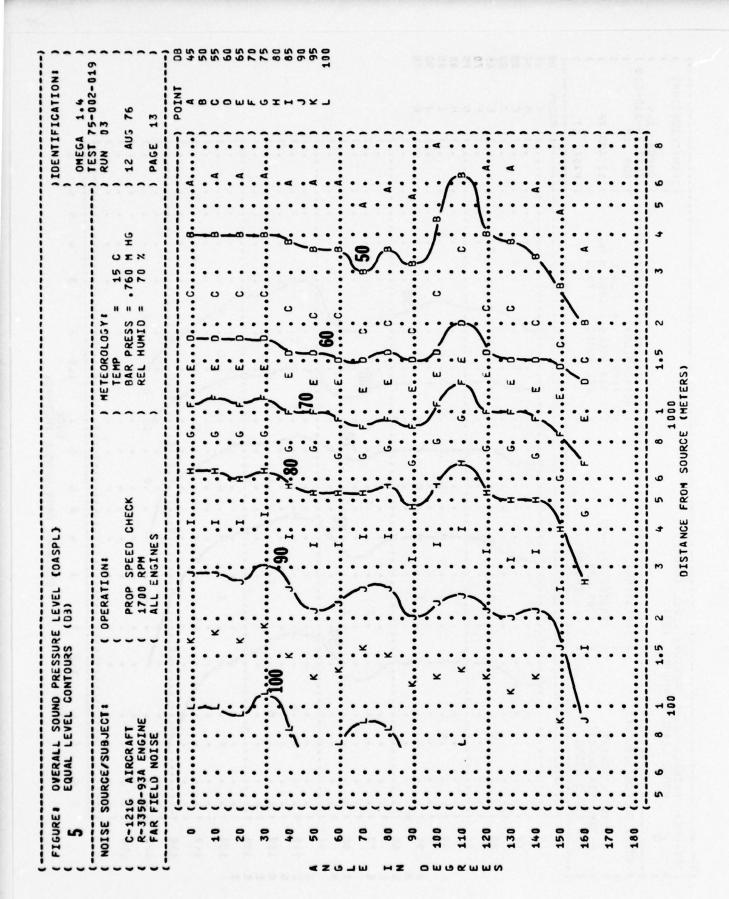
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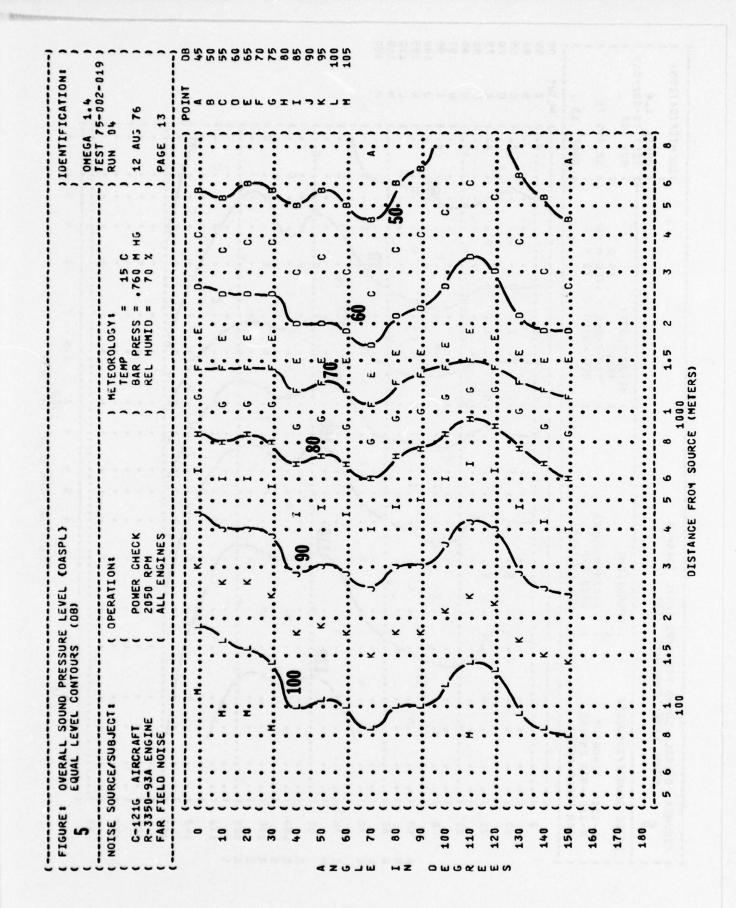
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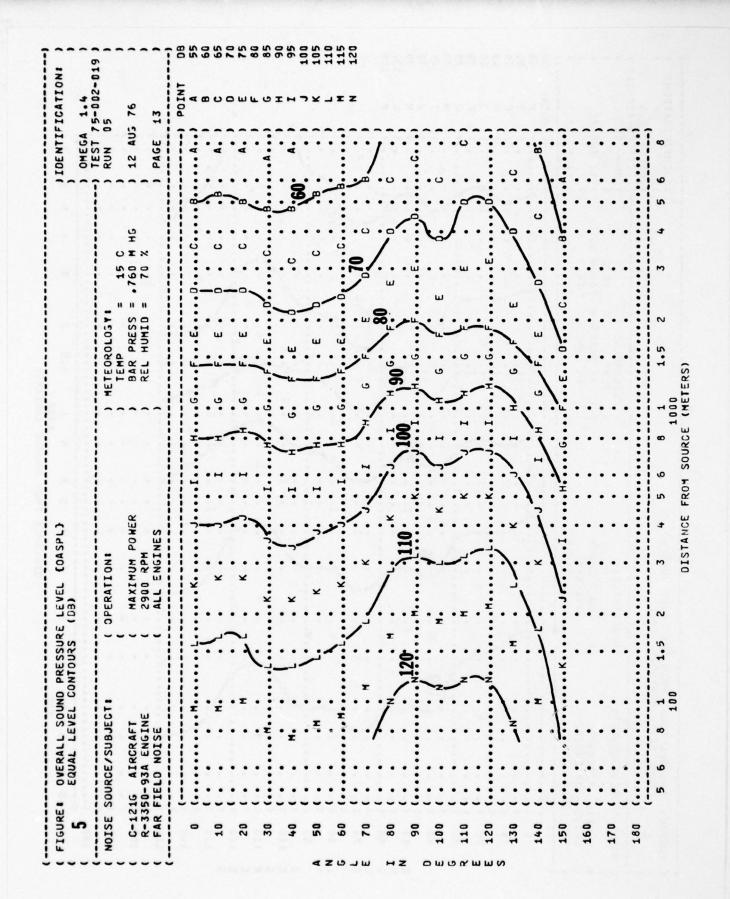
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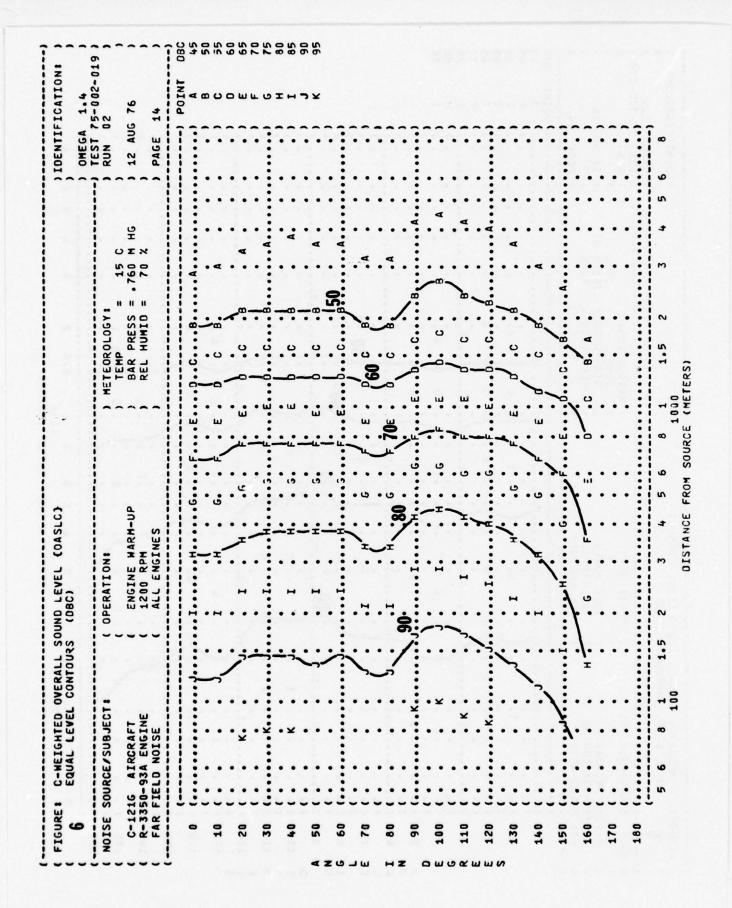


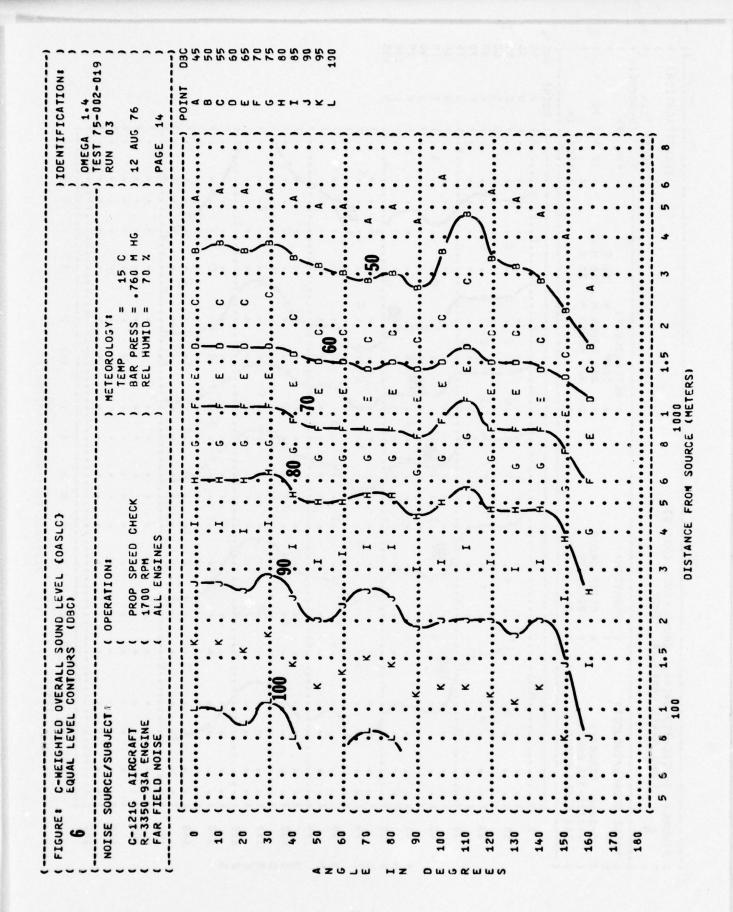


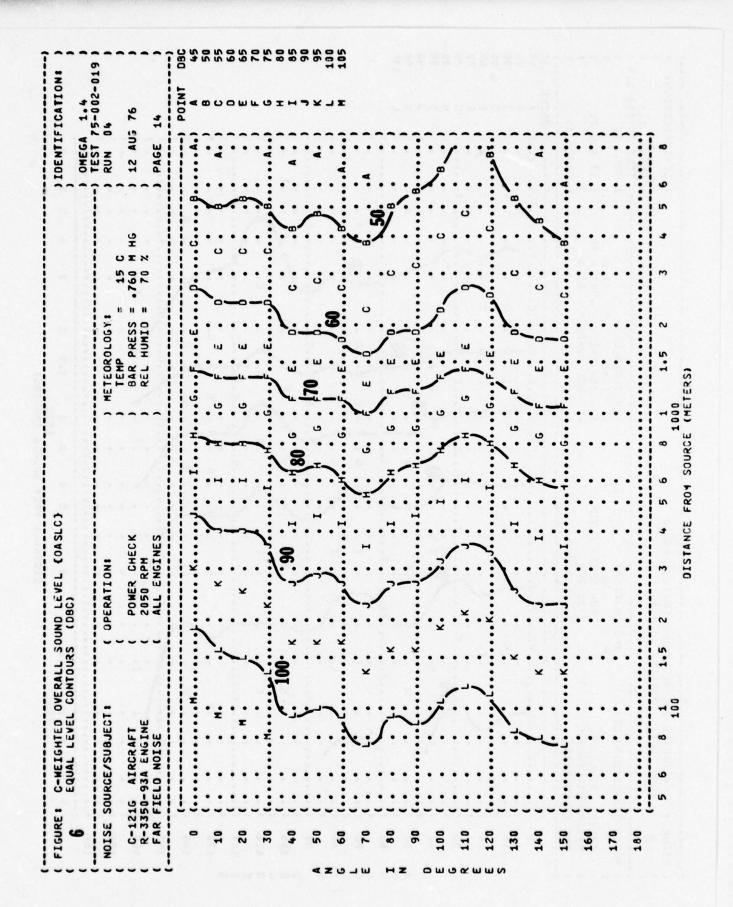


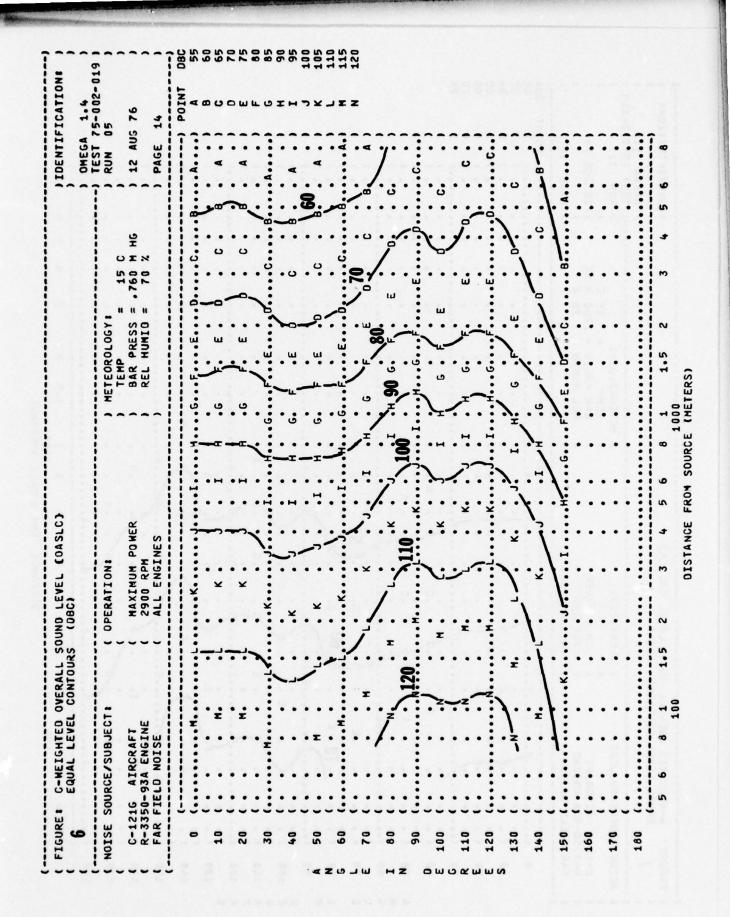


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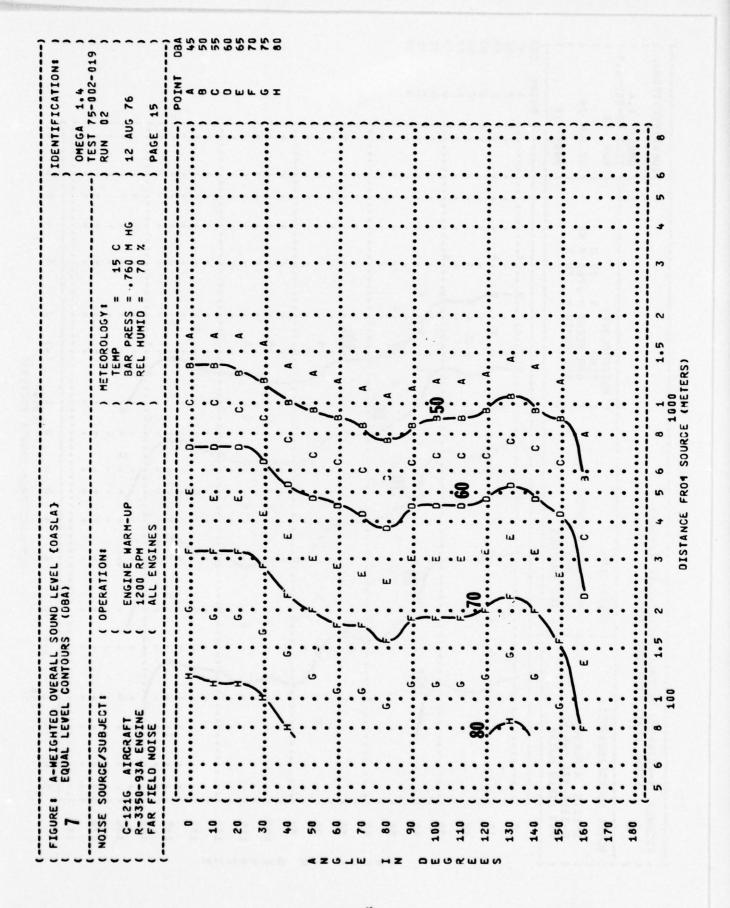


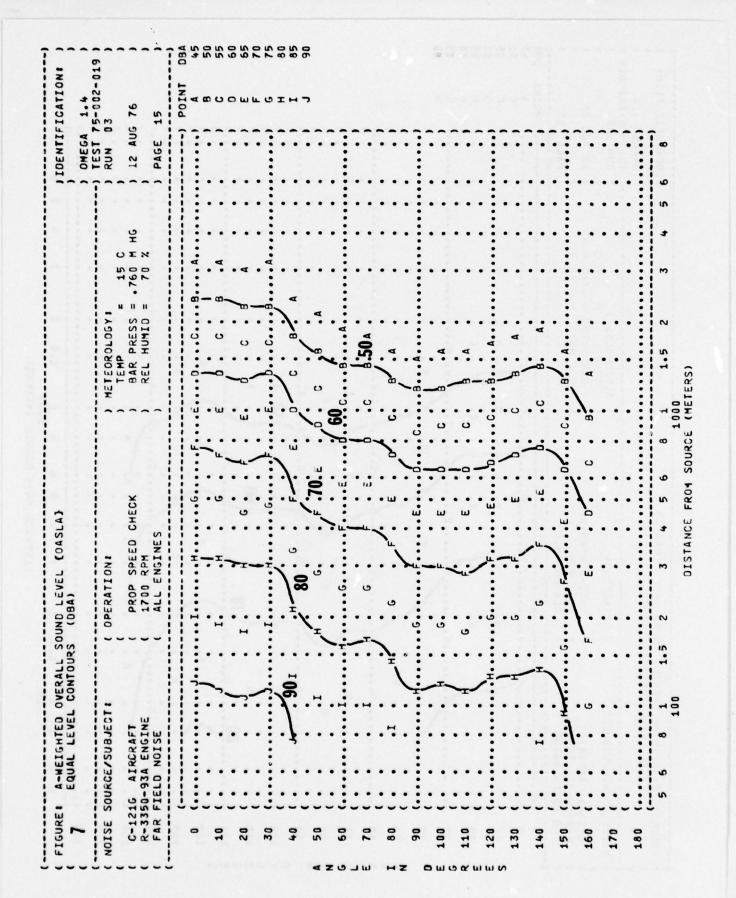


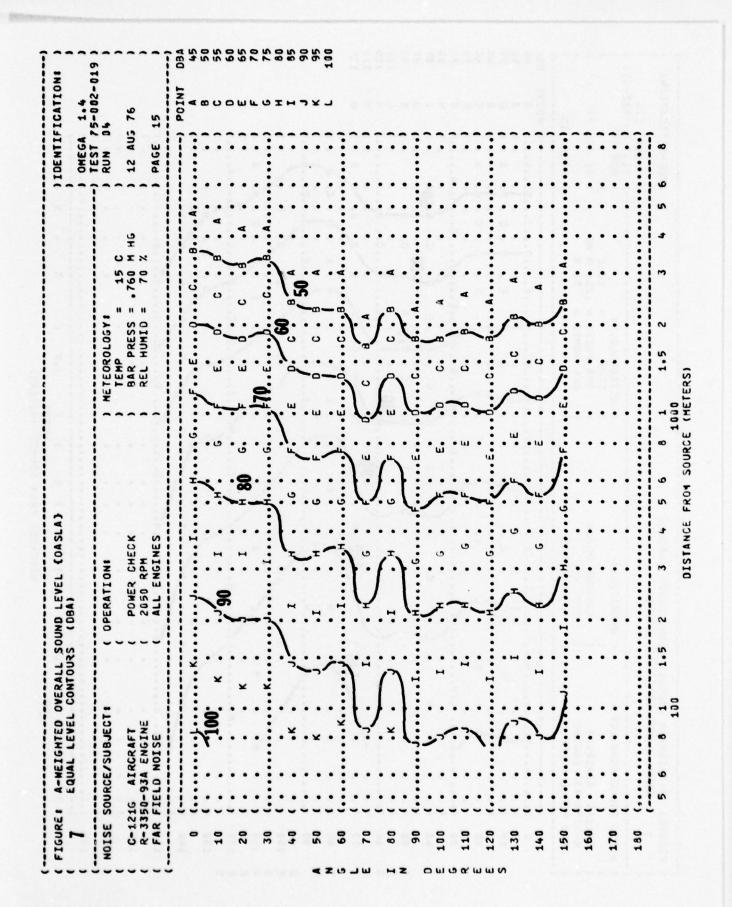


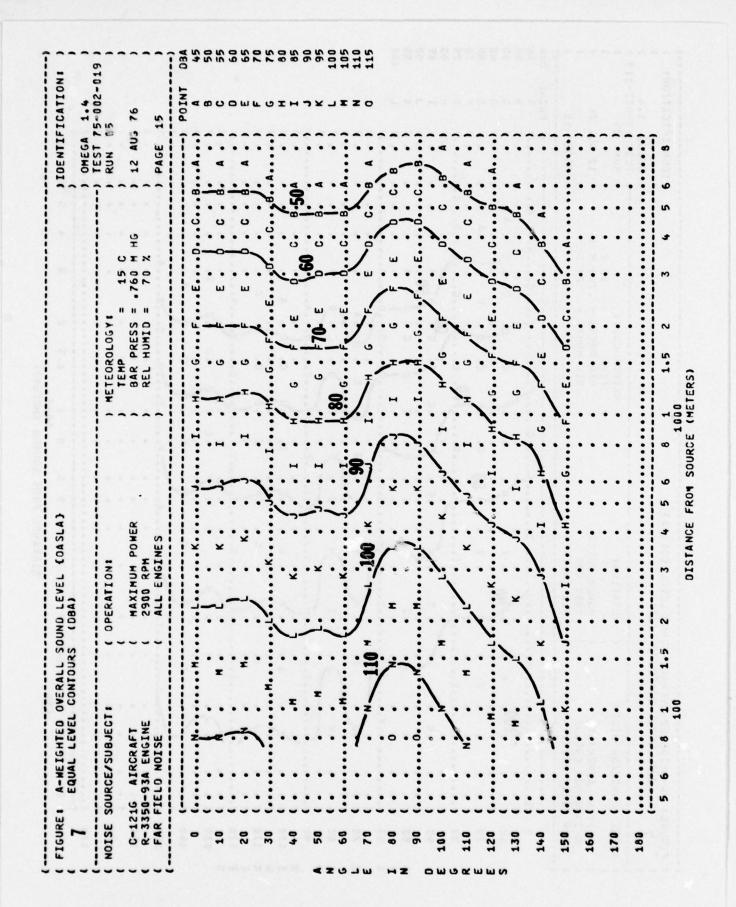
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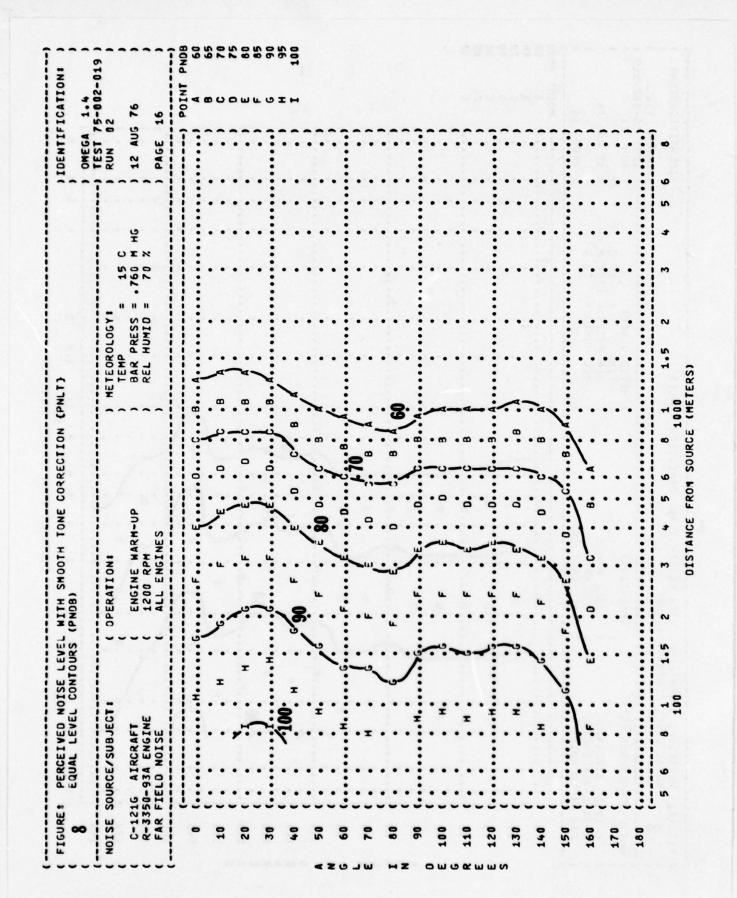


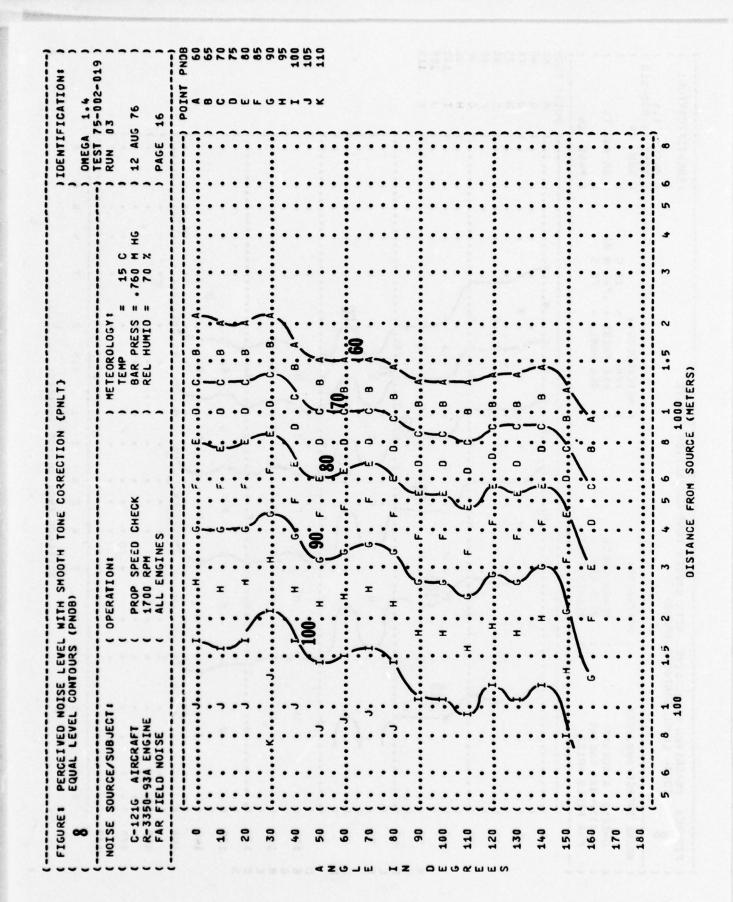


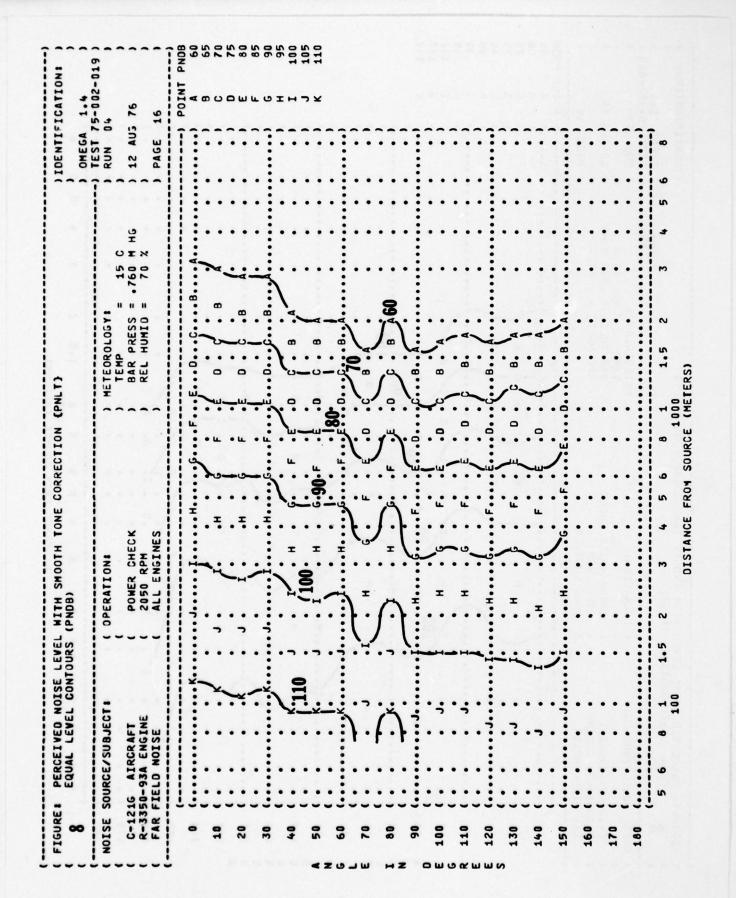


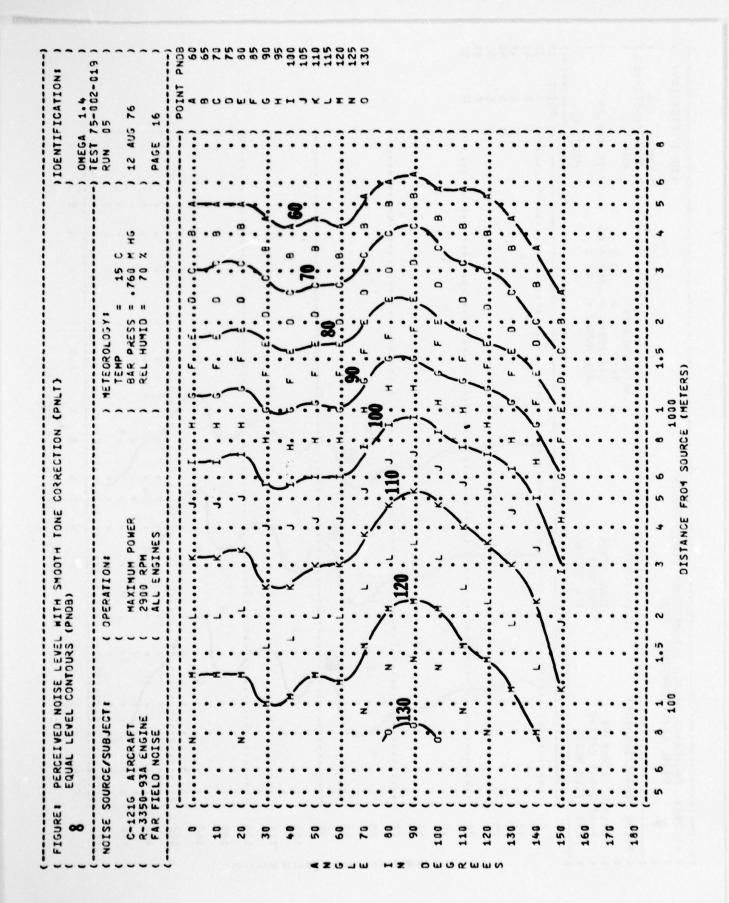


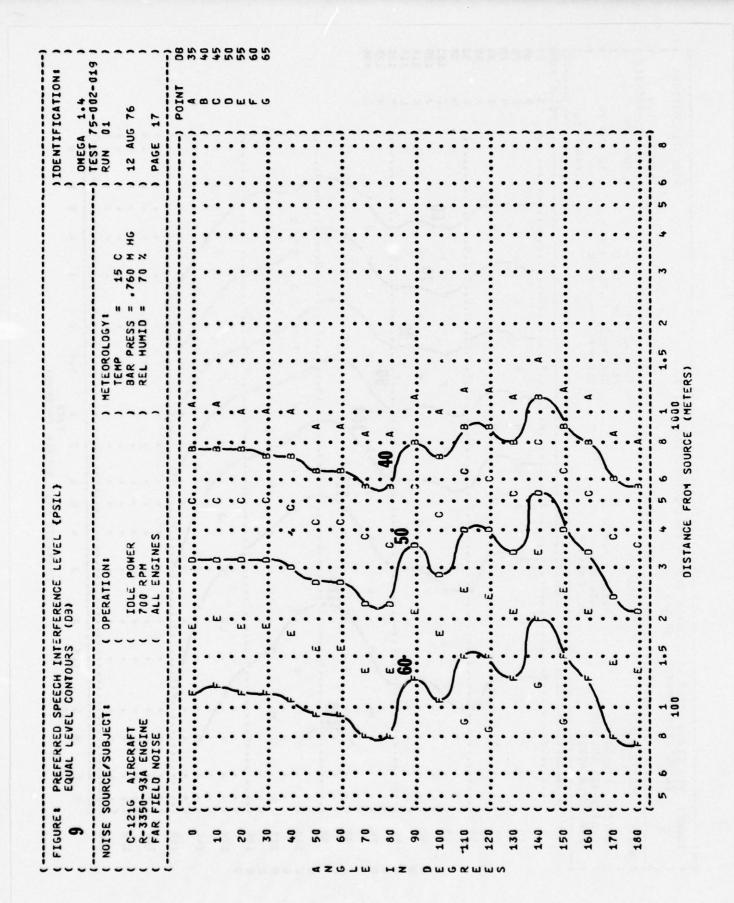
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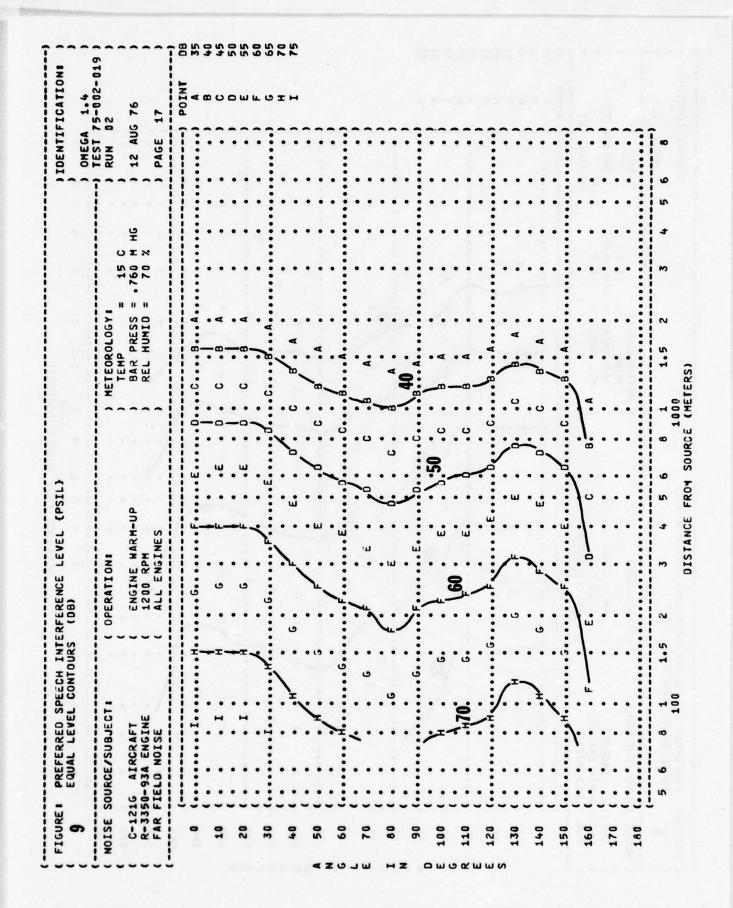


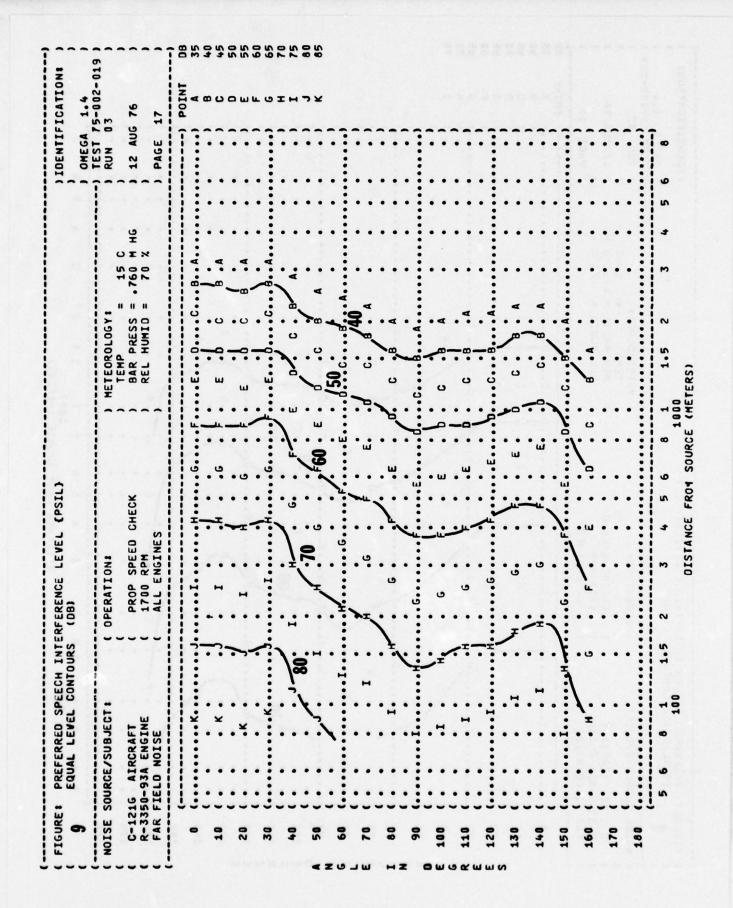


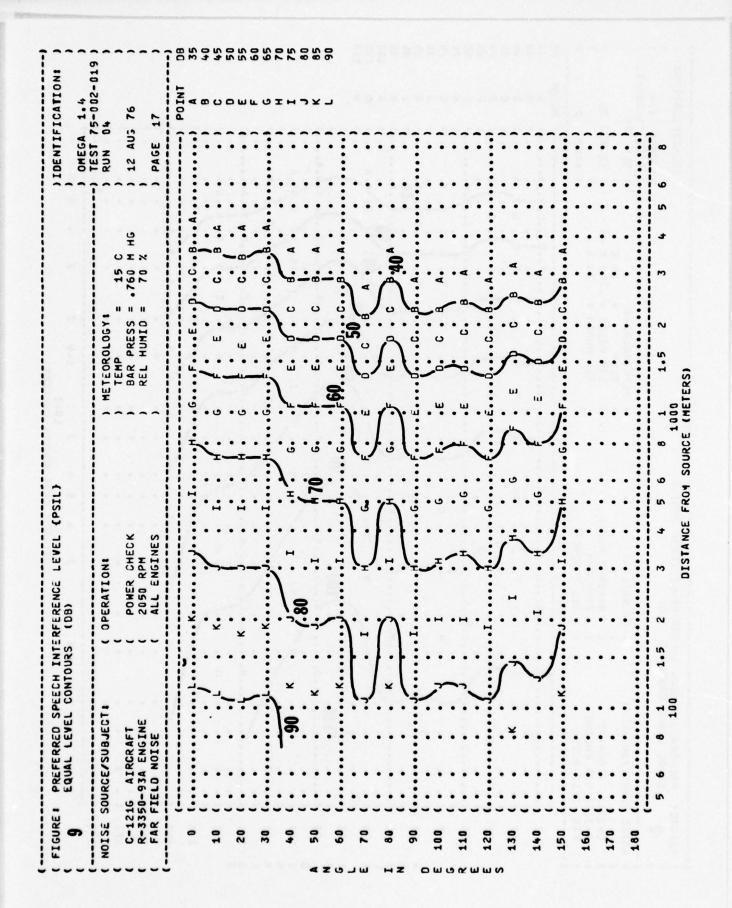


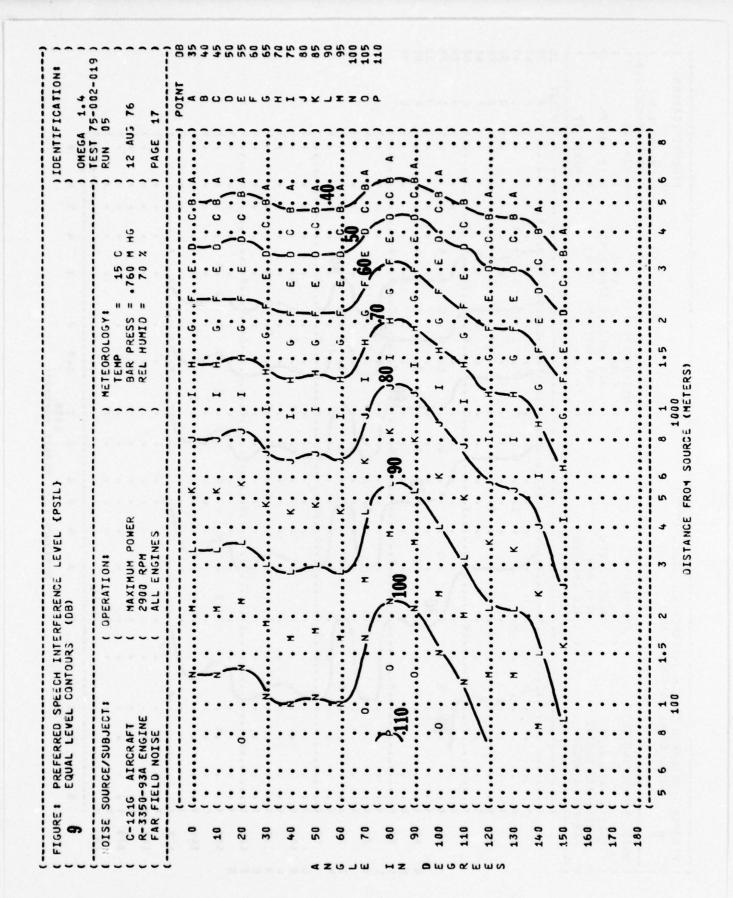












| NOISE SOURCE/SUBJECT | (OPERATION:) HETEOROLOSY: |) TEST 75-002-019) RUN 01 |
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| C-1216 AIRCRAFT R-3350-93A ENGINE FAR FIELD NOISE | RAFT (IDLE POWER) BAR PRESS = 15 C NGINE (700 RPH) REL HUMID = 70 % ISE (ALL ENGINES) | 12 AUG 76 |
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| >04 | PERSONNEL MAY BE EXPOSED UP TO 960 MINUTES PER DAY | |
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|) >09 | FOR ALL ANGLES EVALUATED (INDICATED BY < AT LEFT) | • |
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| FAR FIELD NOISE | (ALL ENGINES) REL HUMIU = (U |) PAGE 8 |
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| POSED UP TO 960 HINUTES PER DAY OH SOURCE EQUAL TO OR GREATER THAN 75 METERS UATED (INDICATED BY < AT LEFT) EAR PROTECTION CONDITIONS: S FLANGE EAR PLUGS OHHUNICATION UNIT | MOTSE | | | | | | | | | | | | | | | | | 1 | TEST | 75-002-019 |
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| PERSONNEL MAY BE EXPOSED UP TO 960 MINUTES PER DAY AT ALL DISTANCES FROM SOURCE EQUAL TO OR GREATER THAN 75 METERS FOR ALL ANGLES EVALUATED (INDICATED BY < AT LETT) UNDER THE FOLLOWING EAR PROTECTION CONDITIONS: V-51R EAR PLUS COMFIT TRIPLE FLANGE EAR PLUGS H-133 GROUND COMMUNICATION UNIT | 10104 | | /SUBJEC | 1T 8 | | OPERA | TIONS | | | | |) HE | EORO | LOGY | | | | - ~ | NO | 700-6 |
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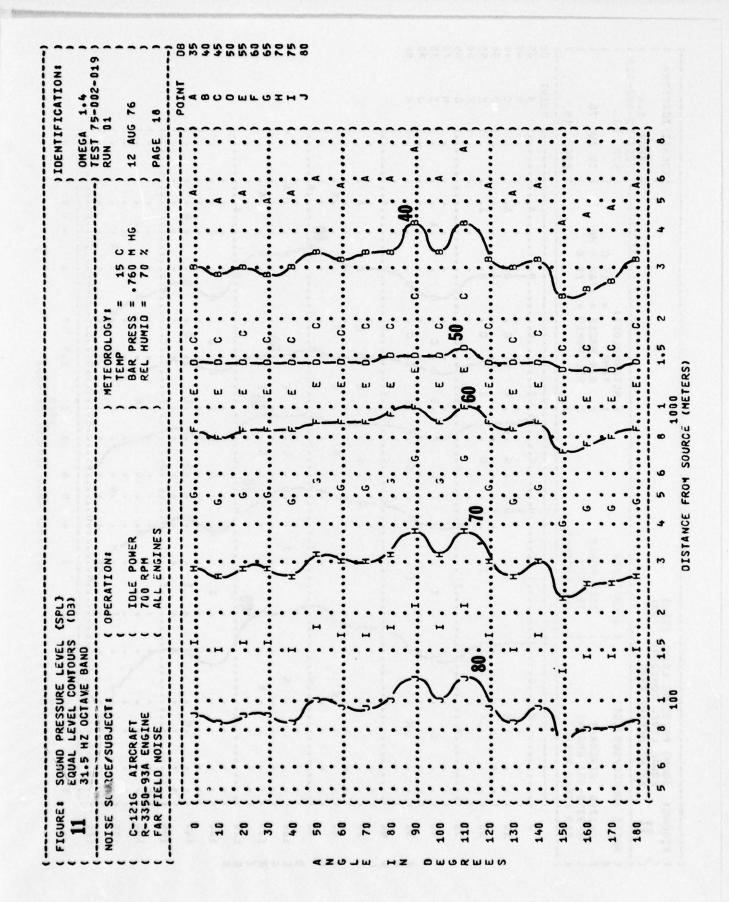
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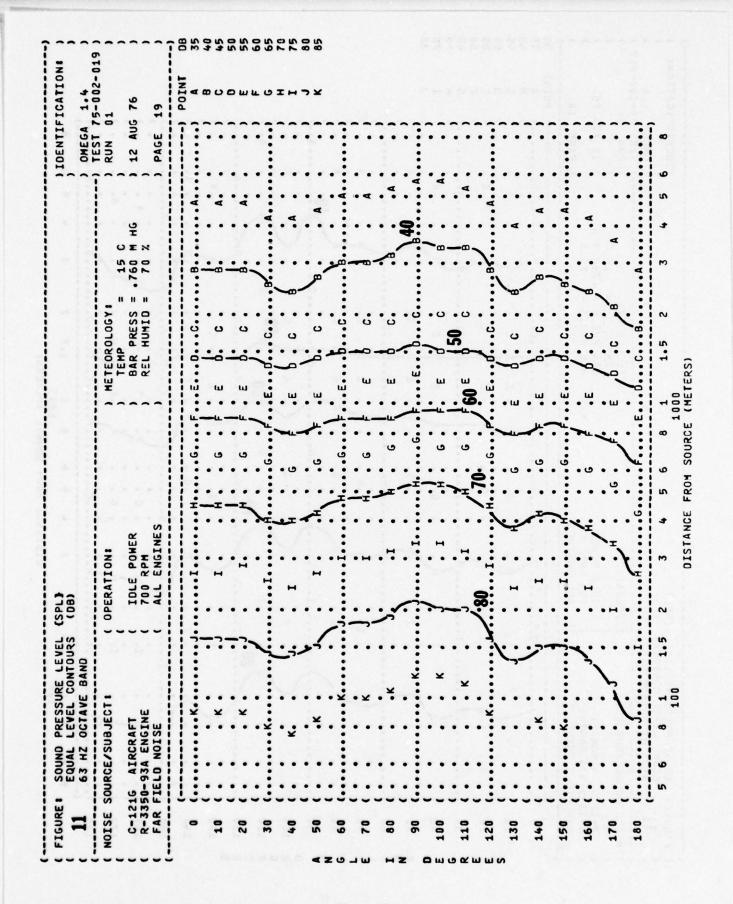
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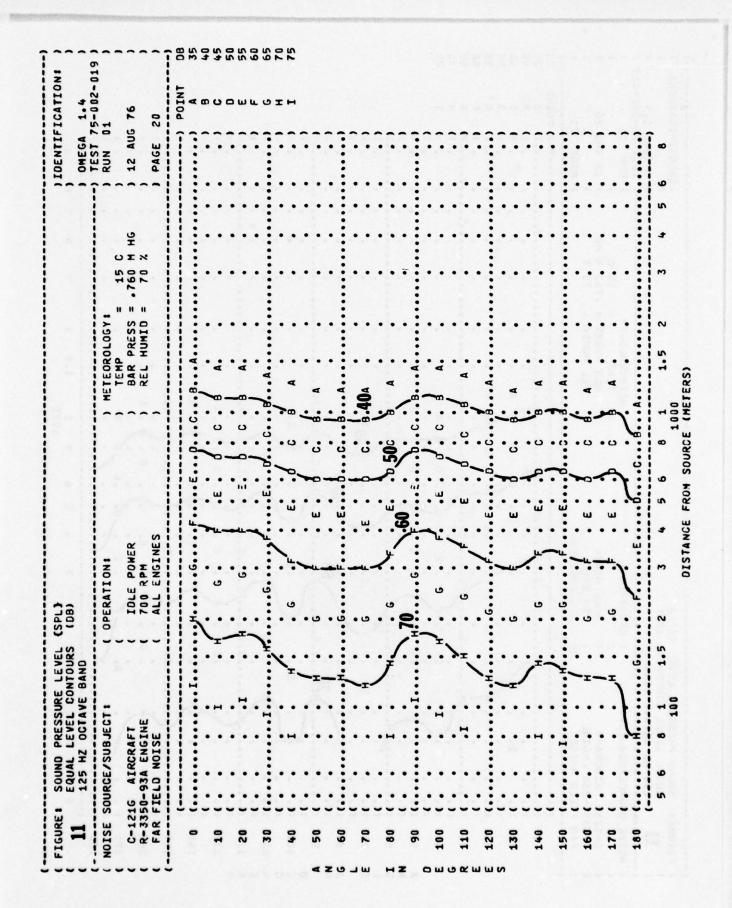
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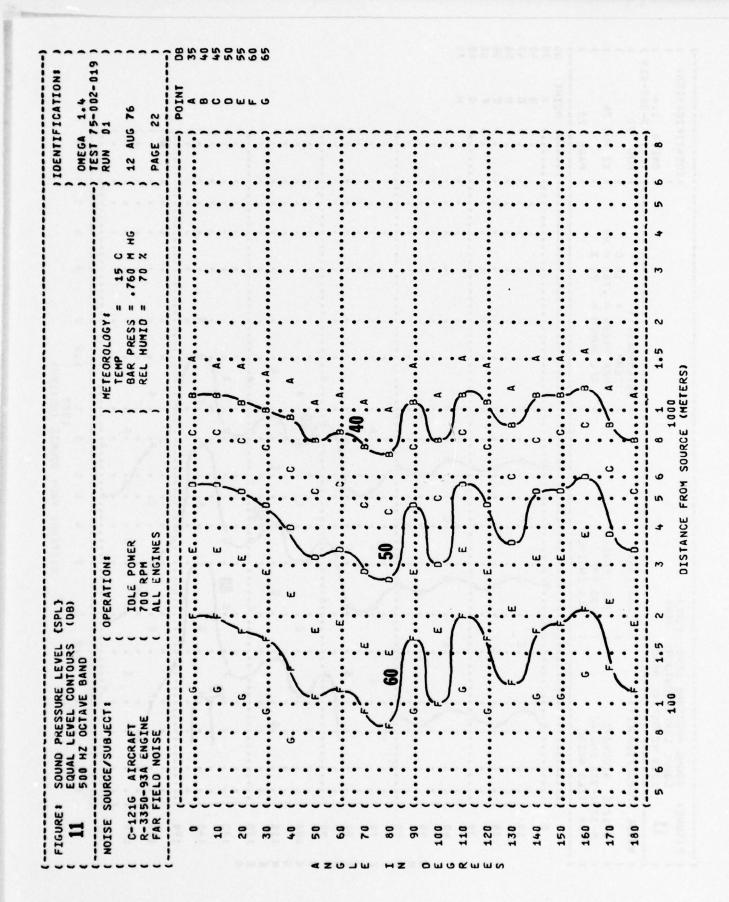
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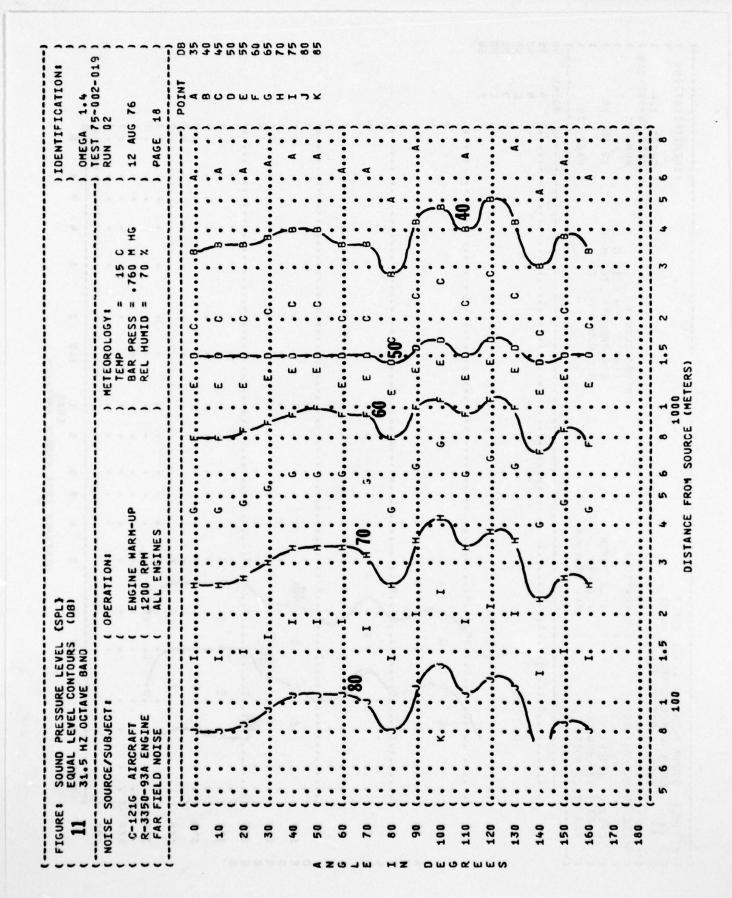
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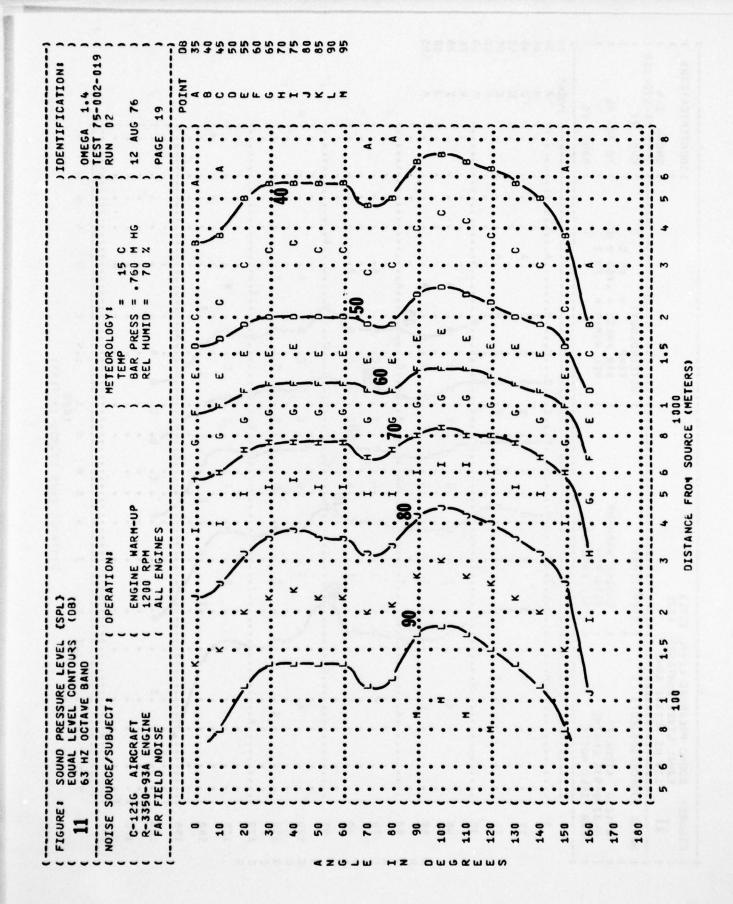
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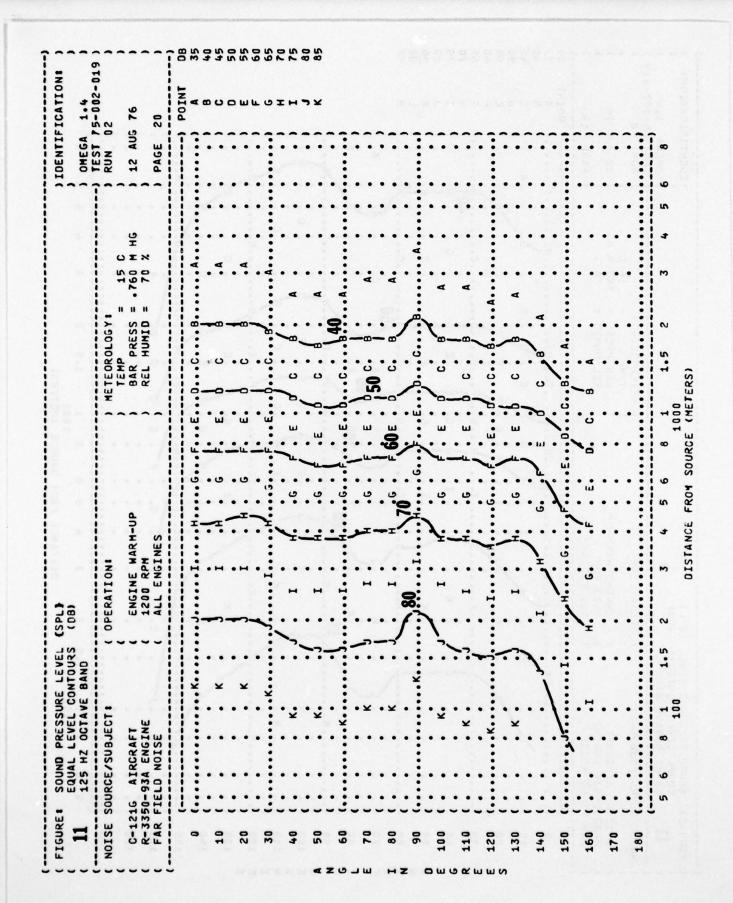
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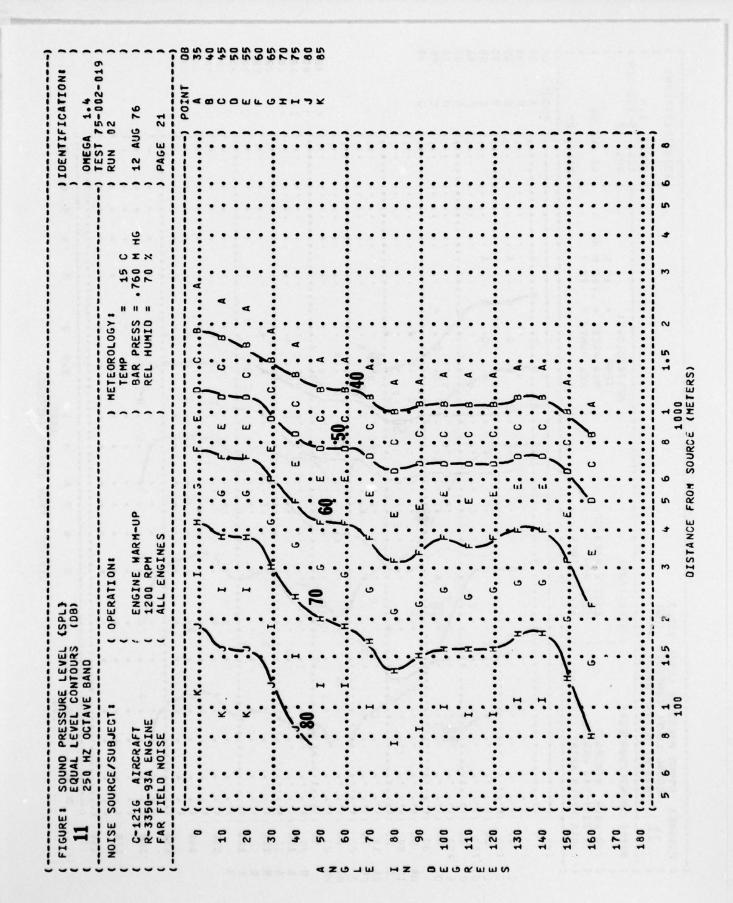
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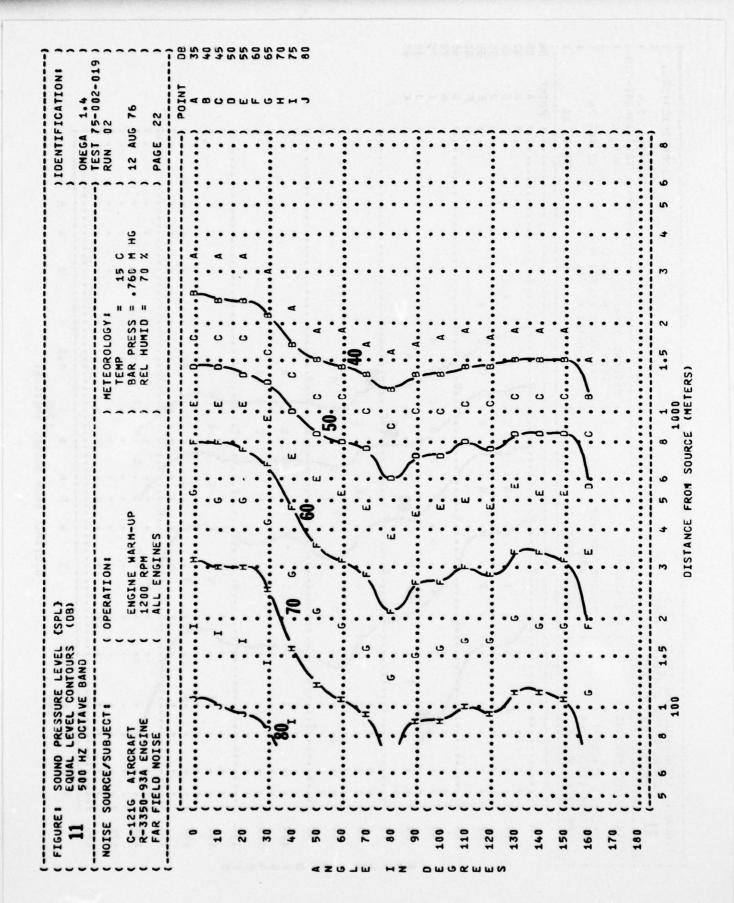
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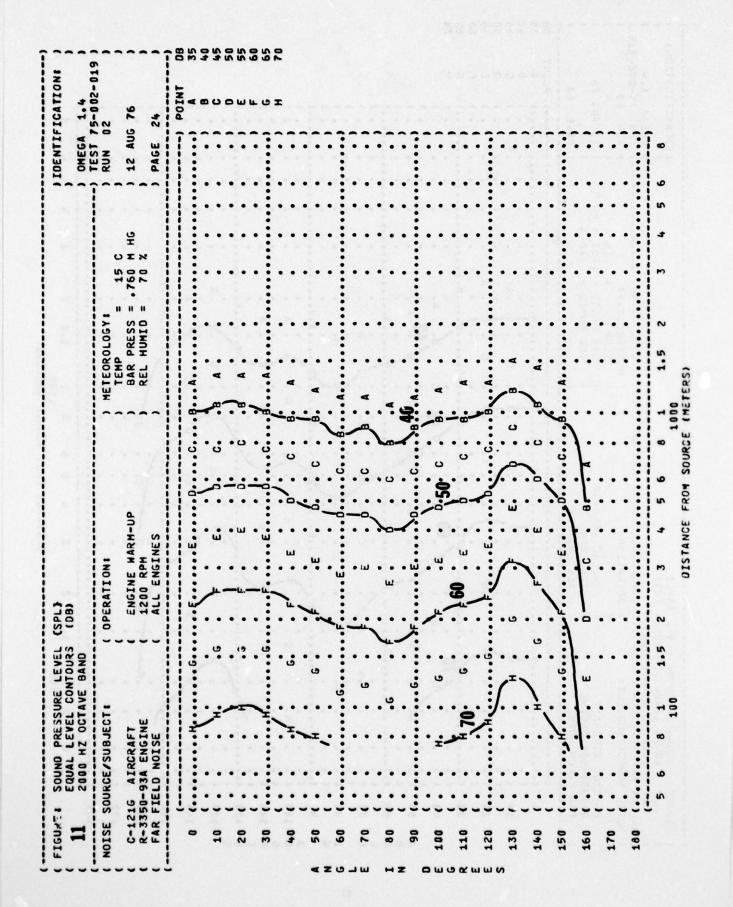






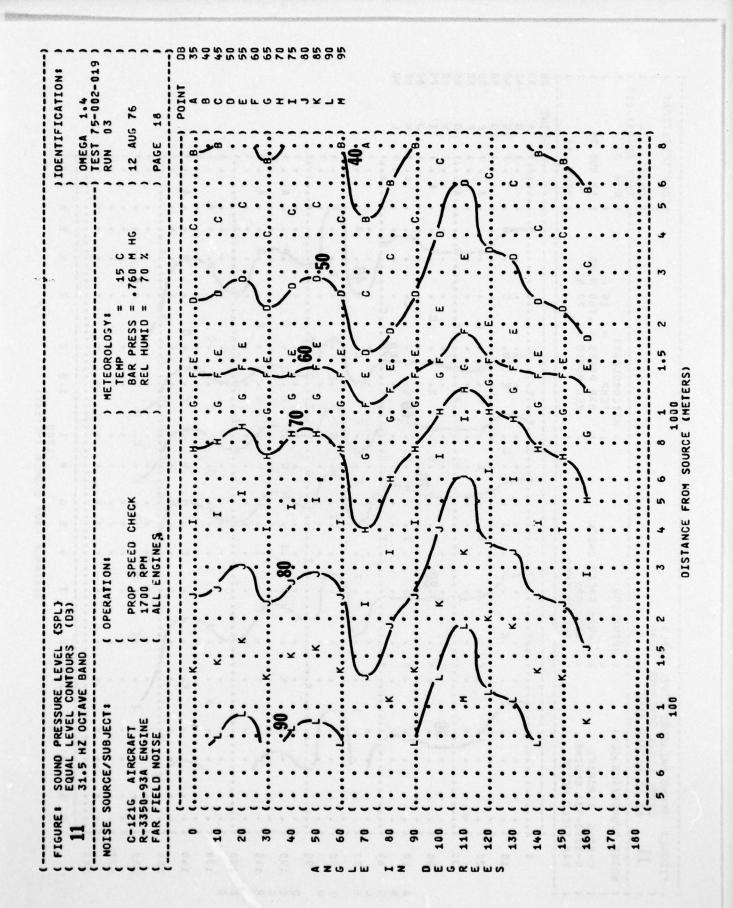


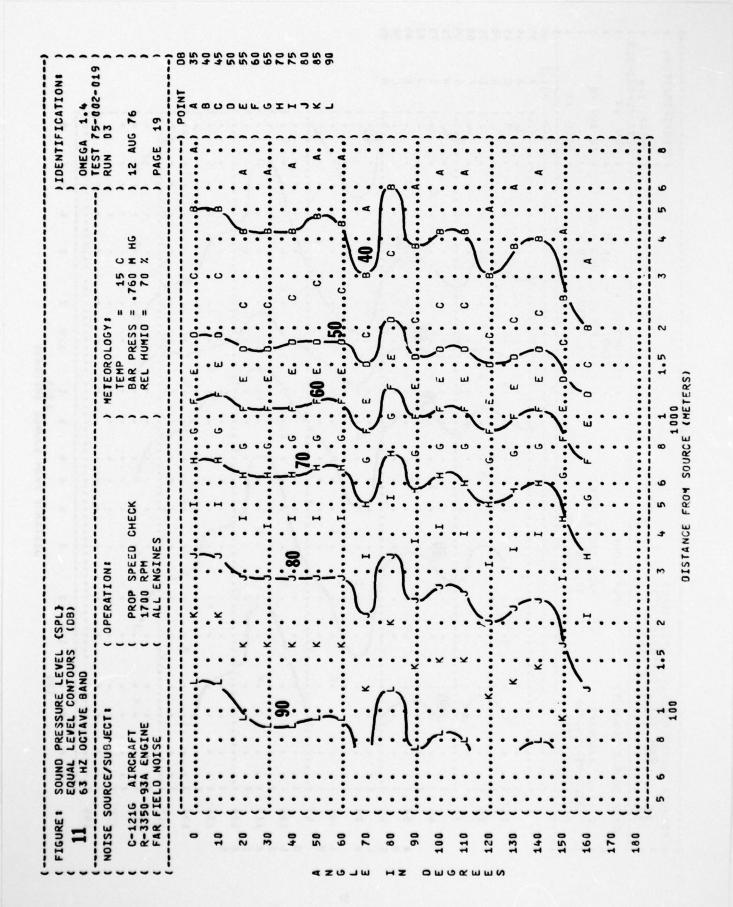
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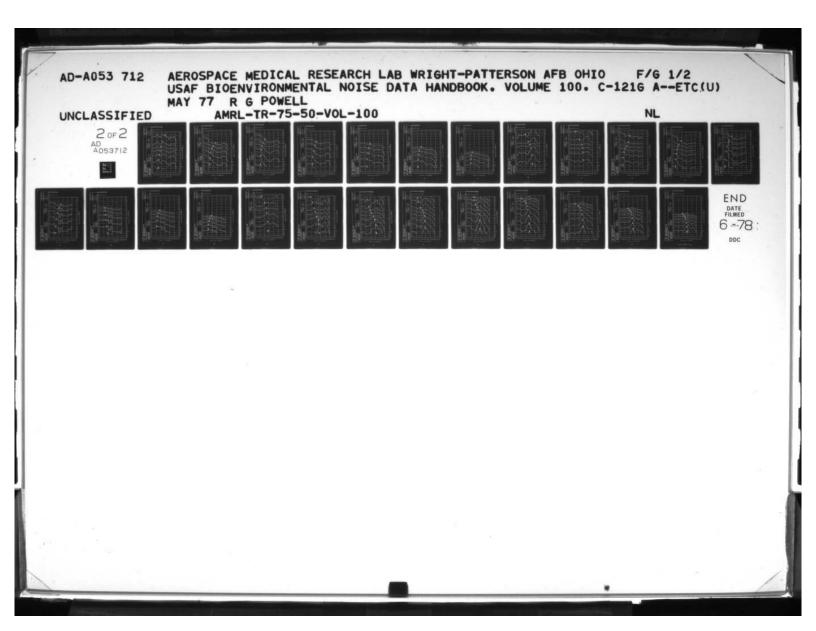


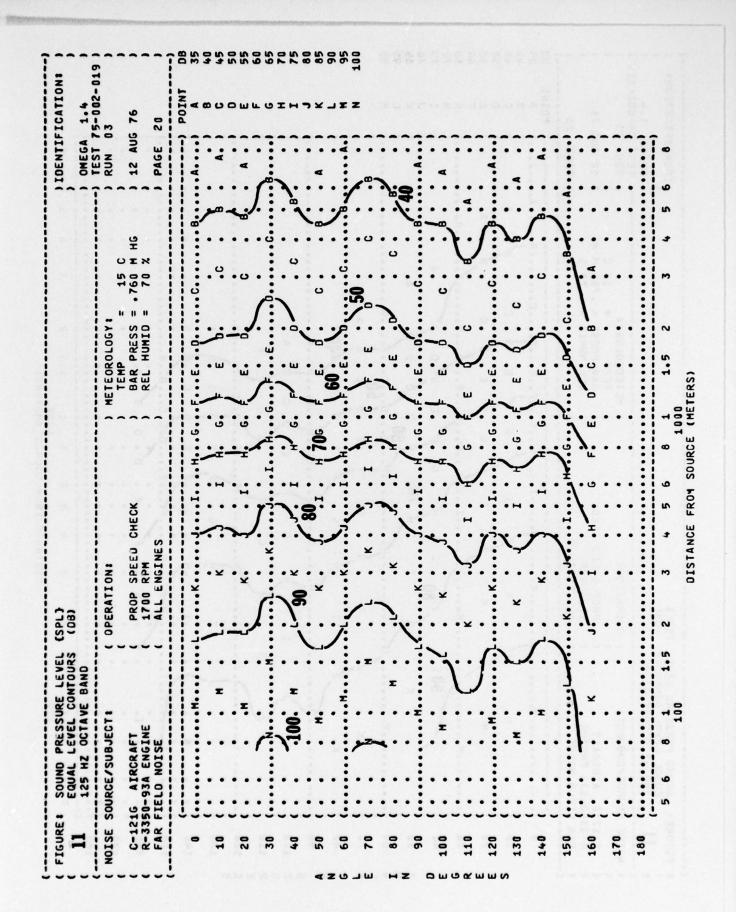
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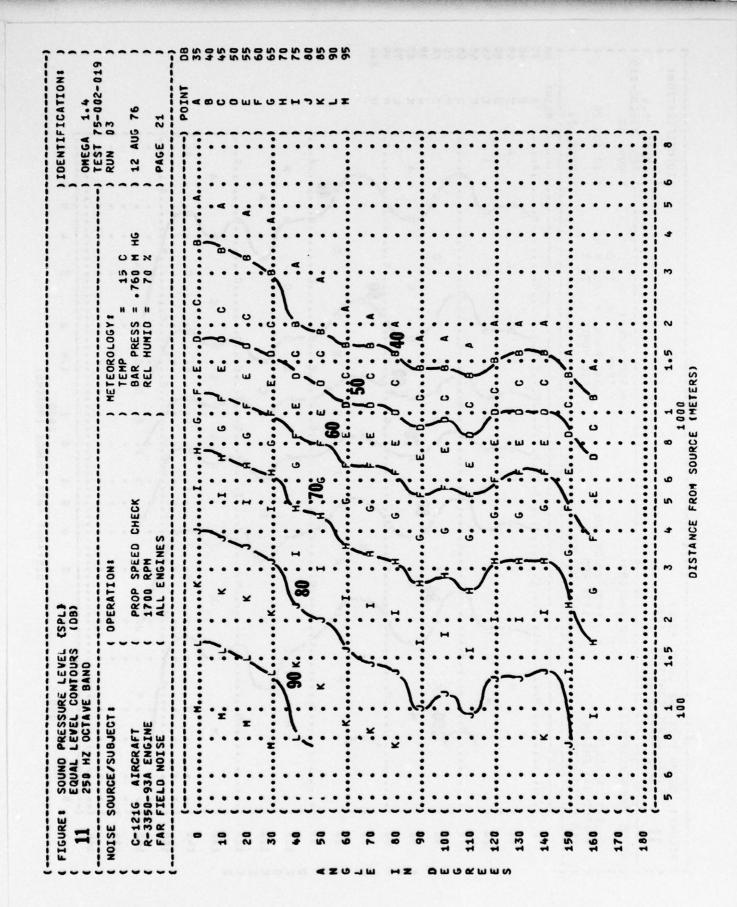
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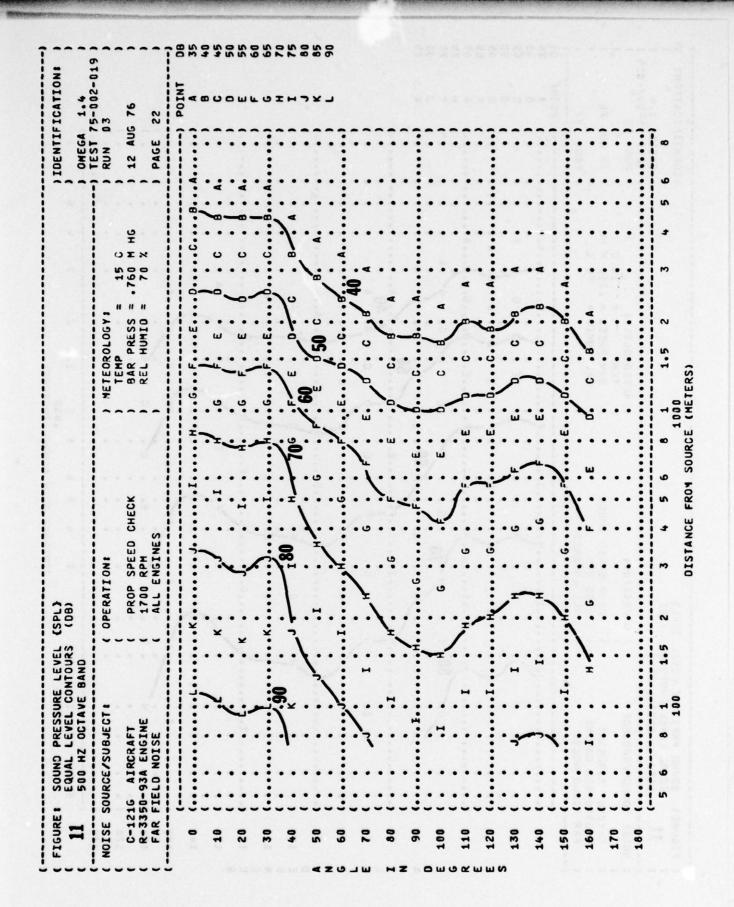


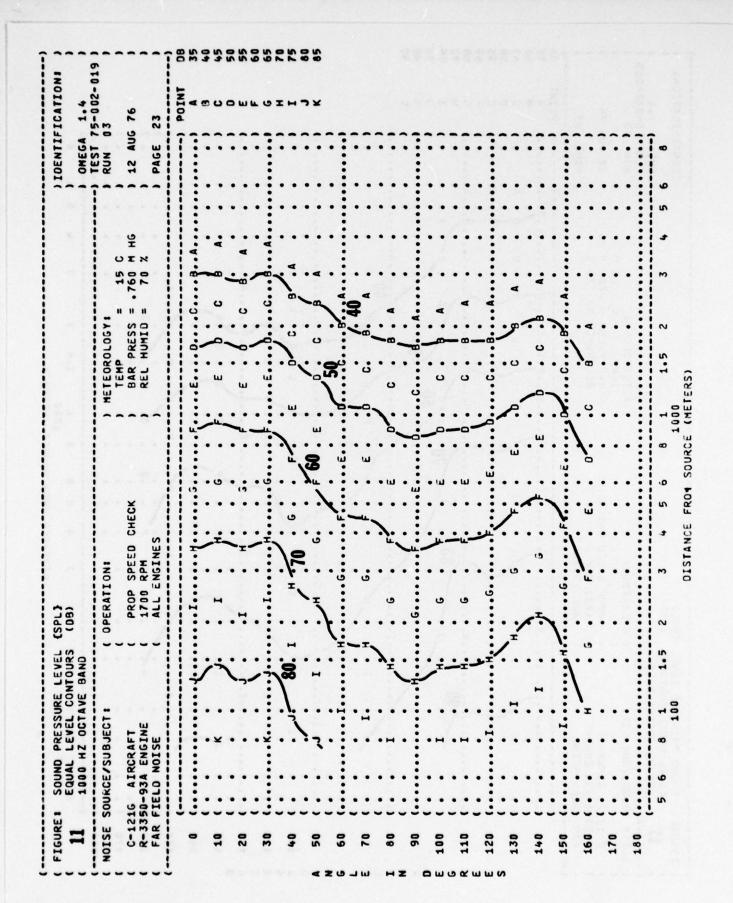


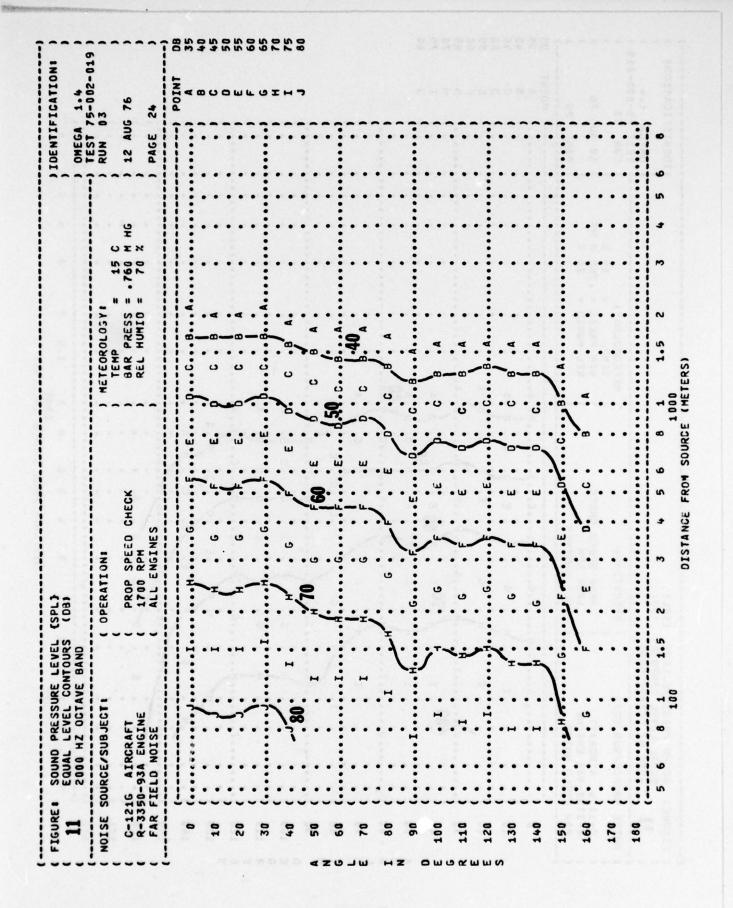






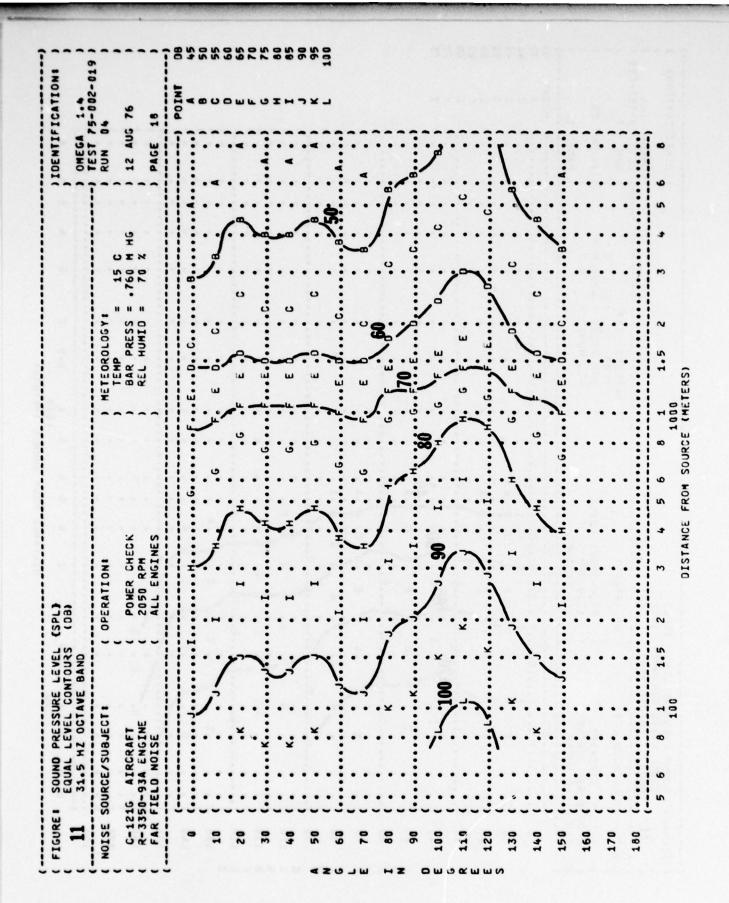


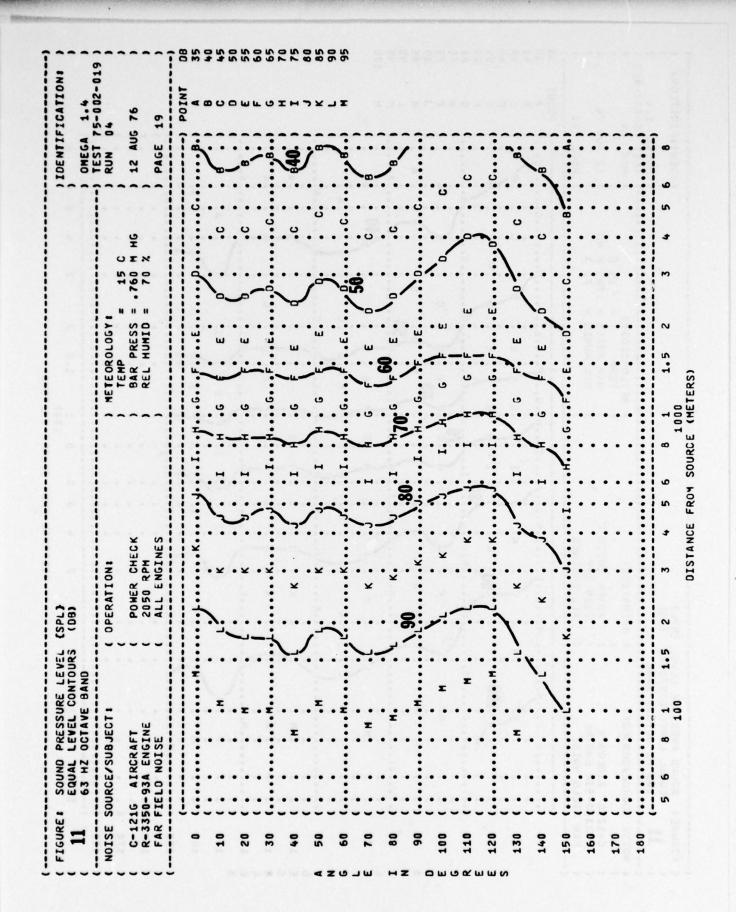


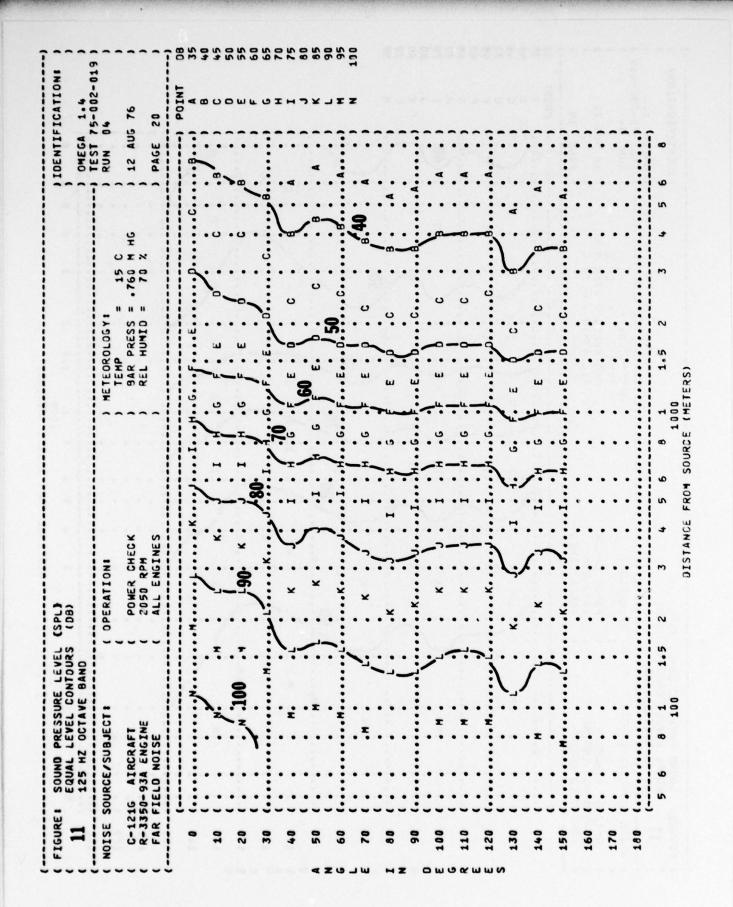


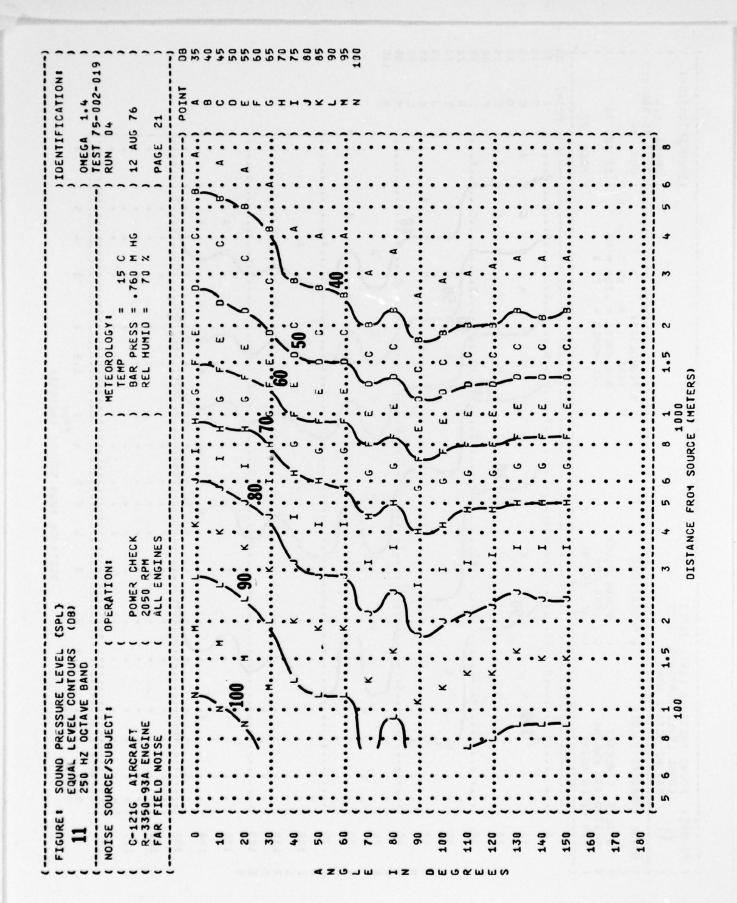
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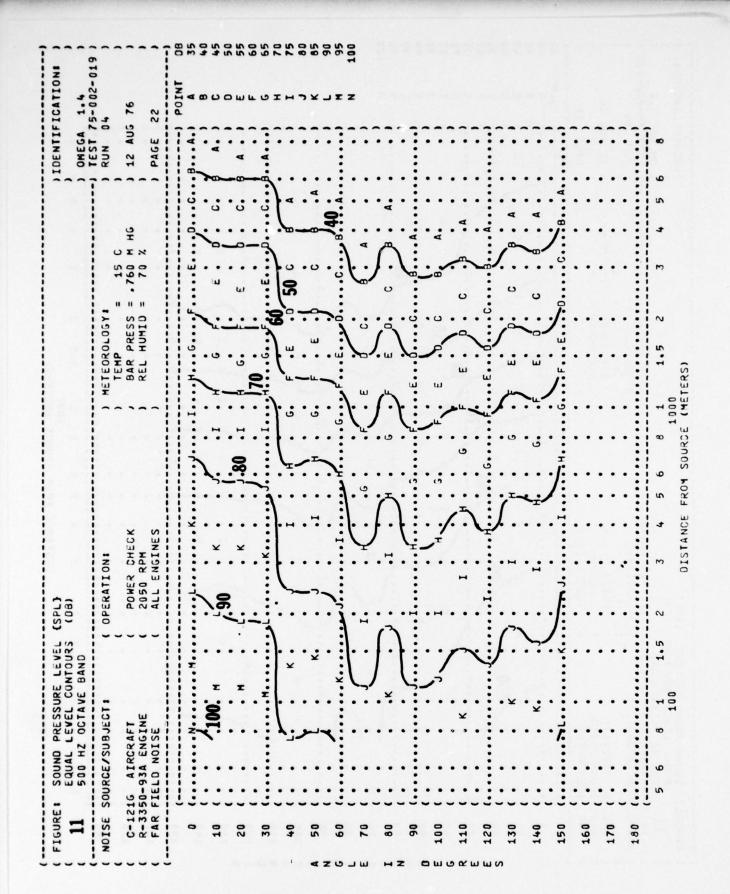
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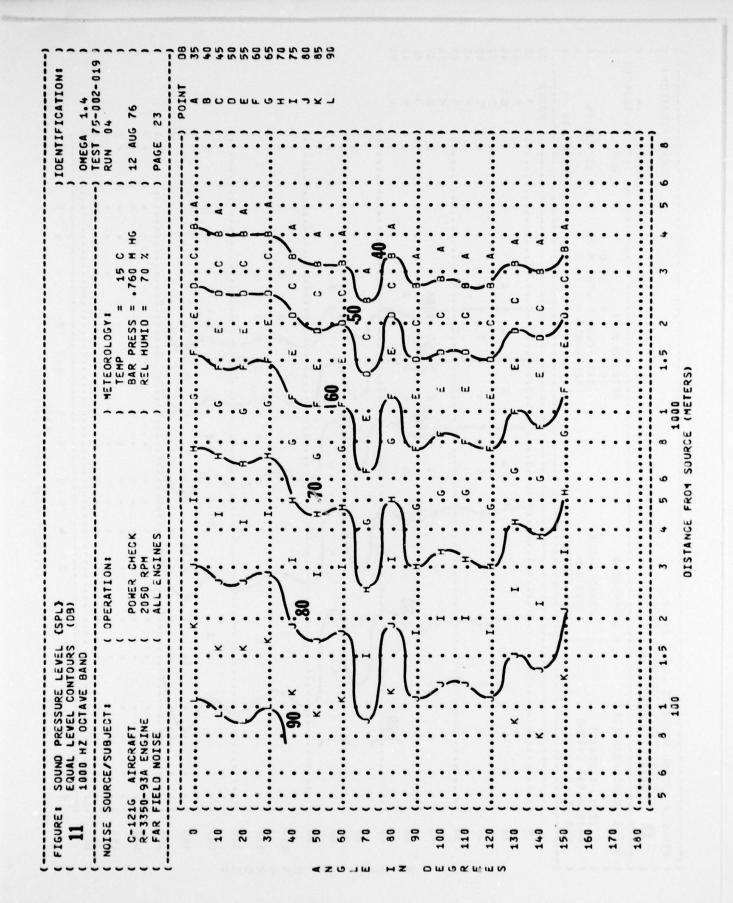












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| FIGURE: SOUND PRESSURE LEVEL (SPL) EQUAL LEVEL CONTOURS (D3) | NOISE SOURCE/SUBJECT: (OPERATION: | 21G AIRCRAFT (POWES | R-3350-934 ENGINE (2050 RPM FAR FIELD NOISE (ALL ENGINES | | · · · · · · · · · · · · · · · · · · · | 20 () I. H. G. F. E. | • | 40 (K) JO I HOG FERE. | · · · · · · · · · · · · · · · · · · · | 50 (J. I. H. 6 F. E. | <i>)</i> | ٠٠٠ ١٠٠ ١٠٠ ١٠٠ ١٠٠ ١٠٠ ١٠٠ | 1. | 90 (| | 110 (I | | 130 (, H G. , F. E D C. | · j · | 150 | | | |

